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WELCOME

The new Manxman under construction for Isle of Man Steam Packet.

NEW FERRIES DUE TO DEBUT IN 2023

As we look forward to spring and think about getting away this summer, many will be considering a ferry trip, and there will be plenty of choice, with many new ferries set to make their debut.

Just before Christmas the latest E-flexer, Santoña for Brittany Ferries, was delivered by China Merchants Jinling (Weihai), setting off on her delivery voyage on 23 December and arriving in Europe early in the new year. However, probably the most notable delivery of 2023 will be that of the new P&O Dover-Calais ships PO Pioneer and her sistership PO Liberte.

The world's largest double-ended ferries, they are likely to point to the shape of things to come for routes shorter than two hours. They will be very fuel-efficient and allow slower transit speed thanks to faster turnarounds. Meanwhile, on the Irish Sea, the arrival of Manxman, for Isle of Man Steam Packet service, will be a major event in the spring.

To keep track of all the latest ferry news and more over the coming year, why not take advantage of our latest offers, which can be found on page 20. You can then enjoy Ships Monthly throughout 2023.

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Contributors this month

Jim Shaw

Jim Shaw is a retired mechanical maintenance engineer who has worked around the world and has always had a deep interest in ships and shipping.

David Fairclough

David lives and works in Crosby. His love of ships began when he was aged five and he is particularly interested in the UK and European ferry industry.

Dene Bebington

Dene Bebbington writes in his spare time about history, heritage and aviation. He also writes genre fiction and has published two ebooks.

Henry Brayshaw

Henry Brayshaw is a digital artist and sailor, having lived on boats all his life, and recently participated in a circumnavigation of the globe.

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Ships MONTHLY

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US NAVY Aircraft carriers

COVER Brittany Ferries' 2007-built ro-pax ferry Cotentin arriving at Portsmouth in December 2022. For more about Brittany Ferries see pages 36-41. MARITIME PHOTOGRAPHIC

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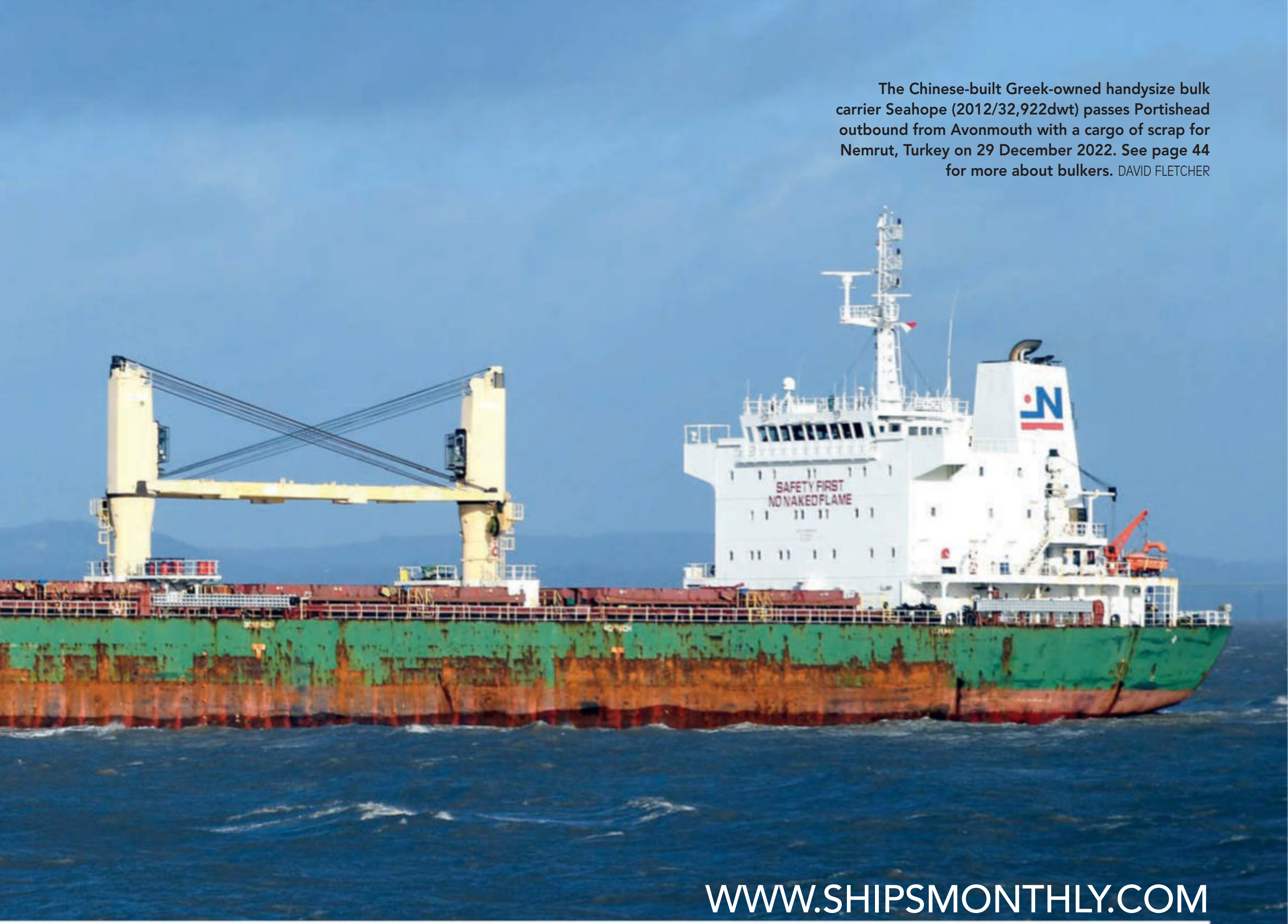

The Chinese-built Greek-owned handysize bulk carrier Seahope (2012/32,922dwt) passes Portishead outbound from Avonmouth with a cargo of scrap for Nemrut, Turkey on 29 December 2022. See page 44 for more about bulkers. DAVID FLETCHER

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New Polar researcher

ICEBREAKER

South Korea's Ministry of Oceans and Fisheries (MOF) plans to have a new icebreaking research vessel built at a cost of $205 million to support its expanding research efforts in the Arctic and in Antarctica, where it expects to open a new research station in the latter part of this decade.

The new ship, to replace the country's existing Araon, a 6,950gt icebreaker commissioned in 2009, will be of approximately 15,000gt and have the capability of breaking 1.5m-thick ice at a speed of three knots when delivered in 2026. JS

▲ **South Korea's existing icebreaker, Araon, is to be replaced by a larger 15,000gt ship by 2026.** MOF

SHIELDHALL

The historic steamship Shieldhall has a busy programme of day cruises lined up for 2023.

Shieldhall gets ready for a busy season

PRESERVED SHIP

Details of the preserved steamship Shieldhall's 2023 sailing programme have been released. Commencing on Friday 16 June, with a final sailing on Sunday 17 September, there is a variety of two- to four-hour cruises and all day sailings, including some new offerings.

The number of sailings is comparable with 2022, although with reduced weekend sailings to reduce Shieldhall's 'steam-up' costs. During 2022 Shieldhall's fuel costs increased by more than 100 per cent, while other operating costs also increased. New for 2023 are three Friday evening sailings, a Jurassic Coast sailing from Poole Quay on 29 August, and a wide variety of other trips around the Solent. For full details visit ss-shieldhall.co.uk/bookings.

Mediterranean to become ECA

INDUSTRY NEWS

At a meeting of the International Maritime Organization's (IMO) Marine Environment Protection Committee (MEPC), held at the IMO's headquarters in London in December 2022, an agreement was put in place to form an emission control area (ECA) covering the Mediterranean.

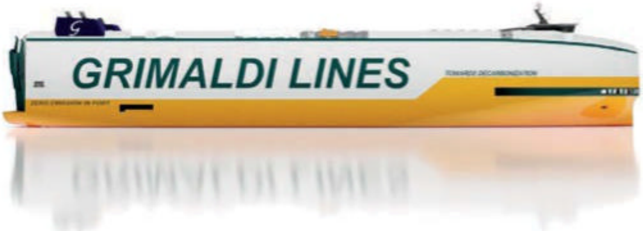
From 1 May 2025 any vessel operating in the area, defined from the northern end of the Suez Canal and Canakkale in the east, to a line between Cape Spartel and Cape Trafalgar in the west, will be required to burn fuel with a sulphur limit of 0.1 per cent, far lower than the 0.5 per cent in force elsewhere.

The first ECA zone was established in the Baltic in 2006, and has been followed by similar zones in the North Sea, round the US and in the Caribbean, forcing ships to use compliant fuel. KA

MAERSK LINE

▲ **Edith Maersk seen passing Gibraltar, which will be just inside the proposed new ECA zone when it comes into force in 2025.** K. ATKSINSON

Ammonia-ready for Grimaldi



▲ **A series of ammonia-ready PCTCs to be built in China for the Grimaldi Group will make use of an optimised hull design and an underwater hull air lubrication system to enhance propulsion efficiency.** KNUD E. HANSEN

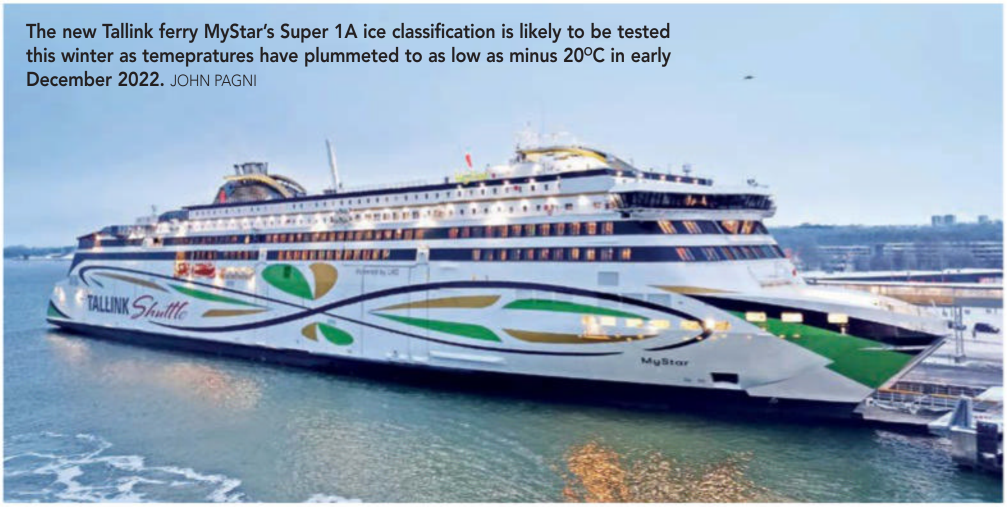
PCTCs

Italy's Grimaldi Group has ordered five ammonia-ready 9,000 CEU capacity Pure Car Truck Carriers (PCTCs) from China Merchants Heavy Industry's Jiangsu shipyard for delivery between 2025 and the end of 2026, with another five held on option.

Specifically designed by Denmark's Knud E. Hansen for the carriage of electric vehicles, and to be configured for conversion at a later date to use ammonia as fuel, the newbuilds will also be equipped with large lithium ion battery systems, as well as solar panels and shore power connections. This will allow the vessels to achieve a 'zero-emission' rating while in port.

Established in 1947 by the Grimaldi family of Naples, the Grimaldi Group is comprises several shipping companies, including Atlantic Container Line, Minoan Lines and Finnlines, and currently operates a combined fleet of over 100 vessels. JS

MyStar up and running on the Baltic



The new Tallink ferry MyStar's Super 1A ice classification is likely to be tested this winter as temepratures have plummeted to as low as minus 20ºC in early December 2022. JOHN PAGNI

BALTIC FERRIES

After various delays, Tallink's new €247 million flagship is finally operating the Tallinn-Helsinki route, and receiving plaudits for her innovative design. It took four years from the start to handover for the Estonian ferry company to get its latest newbuilding from Rauma Marine Constructions, a year later than optimistically scheduled. Her maiden revenue voyage left Tallinn on 13 December 2022 after media and VIP presentations the stormy day before. The vessel is a basic sister of Megastar, which was built by Meyer Turku in 2017, but incorporating the latest design and technological innovations.

The 212m MyStar (50,625gt) can take 2,800 passengers and has 3,190 lane metres for vehicles. The five Wärtsilä dual-fuel engines have a total output of MW for a service speed of 27 knots to do the 80km crossing in two hours. Although her LNG tanks are 30 per cent bigger than those on Megastar, both are running on MDO due to the high price of LNG and the Ukraine war, which has resulted in Russian LNG being sanctioned.

There are 12 decks in total, with a wide variety of passenger eating and drinking options, as well as amusement venues and shops, on three decks, together with 46 cabins and crew quarters for up to 200. JP

On the beach

FORMER FERRY

Considered now beyond salvage is the former Scandinavian ferry Dana Scarlett, which was blown ashore in the Fijian Islands by cyclone Winston in 2016 as Venu Shipping's Sinu-i-wasa Tolu. The hull has since been stripped of many of its fittings, including rudders and navigation equipment.

Completed by Öresundsvarvet yard at Landskrona, Sweden in 1964 for Scandinavian Ferry Lines, the 1,721gt vessel was operated for a brief spell as Dana Star until being sold for South Seas employment, first as Adia SavuSavu and later as Sinu-i-wasa Tolu. JS

▲ The former Scandinavian ferry Dana Scarlett rests high and dry on the beach at Naitavanga Point near Fiji's Ovalau Resort. U. MUGACHINO

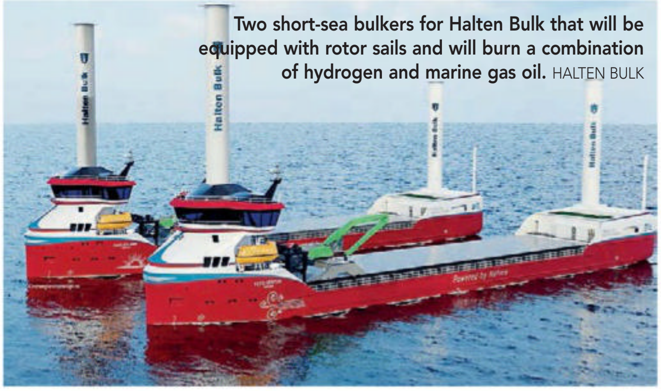
Hydrogen-powered mini-bulkers

BULK CARRIERS

Norway's Halten Bulk, which currently operates a fleet of seven small self-discharging bulk carriers in short-sea service, plans to build a pair of hydrogen-fuelled bulkers that will be assisted by rotor sails following €13.74 million in funding provided by state-owned Enova.

Designed by Førde-based Norwegian Ship Design, and to be named Feed Ventu and Feed Solaris, the twin 100m-long ships will have a cargo hold volume of around 8,000m^3 and carry travelling cranes for discharge operations.

Both will be outfitted with two large rotor sails, one mounted aft and the other above the navigation bridge. The main engines will burn a combination of 70 per cent hydrogen and 30 per cent marine gas oil at start-up but will use a greater proportion of hydrogen as more bunkering stations become available. JS



Two short-sea bulkers for Halten Bulk that will be equipped with rotor sails and will burn a combination of hydrogen and marine gas oil. HALTEN BULK

First robotic vessels delivered

The 78m by 15m vessel Armada 78 01 is the first of eight 'robot' ships being built for offshore survey work. VARD

ARMADA 78 01

OFFSHORE SURVEY

Houston, Texas-based marine robotics company Ocean Infinity has taken delivery of the 78m by 15m vessels Armada 78 01 and Armada 78 02 from Vietnam's Vard Vung Tau shipyard as the first two of eight similar ships that will form part of the company's robotic Armada fleet.

The fuel-efficient vessels, to be used for offshore survey work, will initially operate with a skeleton crew but in due course will be entirely controlled from shore-based control centres. They have also been prepared to operate on green ammonia, with fuel cell and battery technology to assist in providing a very low carbon footprint. A set of six larger 85m multi-purpose vessels has also been ordered from Vard and is to be delivered by the Vietnam facility in 2025. JS

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NEWS IN BRIEF

RESEARCH VESSEL FOR SCRAP The Canadian Coast Guard has awarded a C$1.1 million contract to R.J. MacIsaac Construction of Halifax to dismantle the 59-year-old ocean research vessel CCGS Hudson after the vessel was decommissioned early last year due to a failure in her starboard engine. Although a new offshore oceanographic science vessel is being built for the CCG in British Columbia, it is not expected to be delivered until 2025. JS

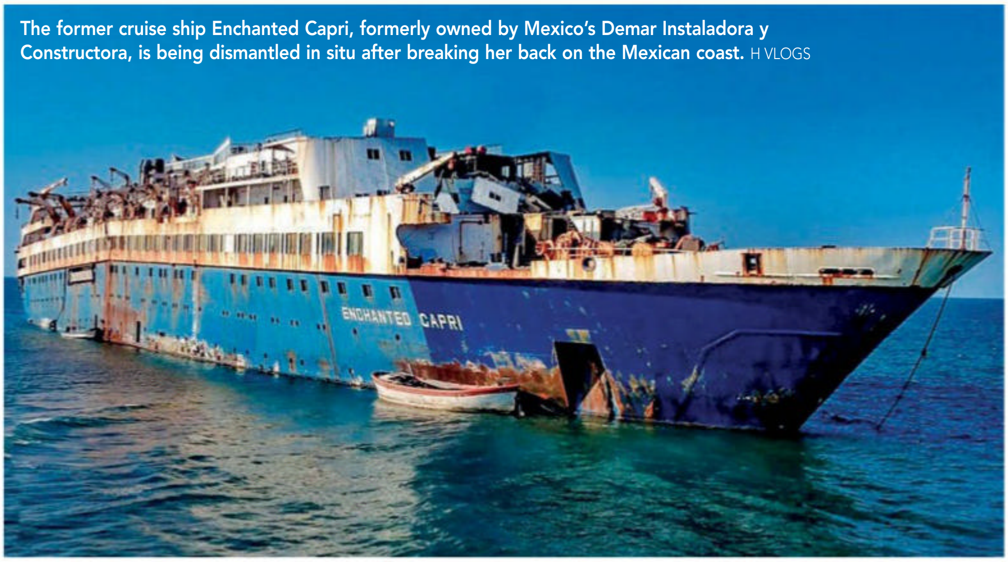
DUAL-FUEL CSOVS
Rotterdam-headquartered Acta Marine has ordered two DP2 dual-fuel Construction Service Operating Vessels (CSOVs) from Turkey's Tersan Shipyard for delivery before the end of next year. To be completed to an Ulstein SX-216 Twin-X Stern design, the 89m by 19m ships will be capable of operating on methanol and conventional fuel.

NEW FEEDER SHIPS
China's Shanghai Waigaoqiao Shipbuilding has been contracted to build two 7,000TEU container feeder ships for delivery to Singapore-headquartered X-Press Feeders by the second half of 2024. JS

QUEEN MARY REOPENED
The Queen Mary at Long Beach, California has been partially reopened for guided tours, but the bulk of the ship, including the Queen Mary Hotel, remains closed until needed repairs can be completed. The one-hour guided tours, which include the Promenade Deck, Queen Salon and Royal Salon, are available on a first-come first-served basis, with reservations made online. JS

VIKING Viking Orion has been refused entry to a number of New Zealand and Australian ports due to the presence of a fungus on the ship's hull. The company claims that it is standard marine growth, but the ship has been turned away from Wellington, Christchurch and Hobart, before anchoring 17 miles off Adelaide, for divers to be sent out to clean the hull. WM

Enchanted Capri under demolition



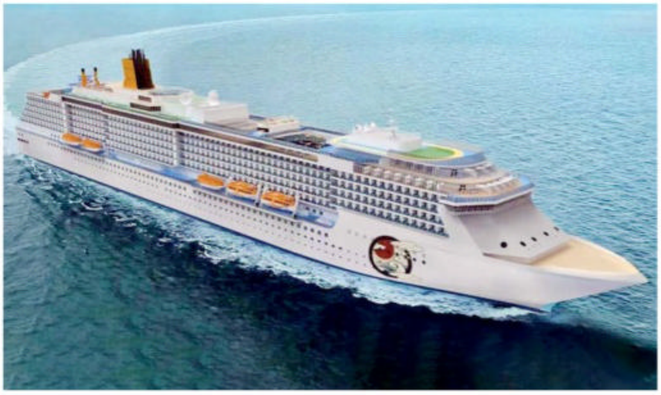
The former cruise ship Enchanted Capri, formerly owned by Mexico's Demar Instaladora y Constructora, is being dismantled in situ after breaking her back on the Mexican coast. H VLOGS

OLD CRUISE FERRY

The wreck of the one-time cruise ferry Enchanted Capri is undergoing slow dismantlement near Veracruz, Mexico after dragging her anchor during heavy weather in October 2020 and being blown ashore. She had been in use as an accommodation vessel for oil rigs in the Gulf of Mexico.

Built in Finland during the 1970s as Azerbaydzhan, one of five sisterships designed for the Soviet Union's domestic ferry traffic in the Black Sea, the 15,410gt vessel previously sailed out of New Orleans as a cruise and casino ship under the banner of Commodore Cruise Line, until that company went bankrupt in 2001. She briefly sailed as Arkadia and Island Holiday, and became Enchanted Capri in 1998. JS

China develops cruise ship



▲ The design for an 80,000gt cruise ship developed by the China State Shipbuilding Corporation has been granted an Approval in Principle by the China Classification Society. CSSC

CRUISE DESIGN

The Beijing-headquartered China Classification Society (CCS) has given an Approval in Principle (AiP) to a design for a new 80,000gt cruise ship developed by, and in cooperation with, the China State Shipbuilding Corporation (CSSC).

The proposed 293.5m by 34m vessel would meet the requirements of phase three of the IMO's Energy Efficiency Design Index (EEDI), while its cabin planning and air-conditioning systems would meet the CCS' EPC3 standards for Epidemic Prevention and Control in ships. Although the new vessel's speed and capacity were not detailed, they are claimed to compare favourably with the most advanced of similar-sized cruise ships now trading internationally. JS

New for Japan

TRAINING SHIP

To function as the fourth-generation training vessel of the same name for Japan's Oshima National College of Maritime Technology, the 56.3m by 10.6m Oshima Maru has been completed by Mitsubishi Shipbuilding and is due to enter service later this year when she will replace the institution's current training ship of the same name, now 30 years old. JS

▲ The new training ship Oshima Maru has been launched by Japan's Mitsubishi Shipbuilding and will enter service later this year. MITSUBISHI

The 83,600gt tanker Starway at Hound Point on 21 December 2022 loading for Rotterdam, her LNG fuel tanks forward of the bridge superstructure clearly visible. IAIN MCGEACHY

Dual-fuel crude tanker on the Clyde

TANKERS

The Hound Point Terminal on the Firth of Forth saw 50 tankers dock during the six months from May to the end of November 2022: one Suezmax, two VLCCs, and 47 being Aframaxes. During the last two months of the year Aframaxes were outnumbered by Suezmax and VLCC ships, the last Suezmax, Starway, being the most interesting. Operated by Eastern Pacific Shipping Pte Ltd, she is part of a fleet of 49 tankers, of which ten are Suezmax and 13 are Aframax.

Starway (158,000 dwt), the world's second dual-fuel Suezmax tanker, arrived at Hound Point on 21 December 2022. Built by Guangzhou Shipyard International, China, she was commissioned two months after sistership Greenway.

Globally, crude tanker demand has pushed up the average ballast speed of crude oil tankers, with the VLCC segment seeing ballast speed at sea increasing to over 12.5 knots in November 2022, compared to 11.7 knots in December 2021.

In 2023 the tanker market is expected to benefit from increased sailing distances for both crude and product tankers, as the EU ban on Russian refined oil products will take effect in February, and to be better performing when compared to the container market and the dry bulk market. IM

Hydrogen-powered

NEWBUILD

The Dutch offshore personnel transfer company Windcat has ordered two hydrogen-powered Commissioning Service Operation Vessels (CSOVs) from Damen Shipyards for delivery in 2025.

The 87m by 20m vessels, designed by Damen in cooperation with Windcat and CMB Tech, will be built by Damen's associated Ha Long Shipyard in Vietnam and will be operated by Windcat Offshore. Both craft will be capable of accommodating up to 120 people. The propulsion system will make use of the same dual-fuel hydrogen/diesel technology used by the crew transfer vessel Hydrocat. JS

▲ Twin dual-fuel CSOVs being built by Damen Shipyards for Windcat will be capable of burning hydrogen. CMB

P&O's new year comings and goings

The 20,296gt Norsky at Tilbury in Ocober 2022, whose schedule includes four sailings a week each from Tilbury to Zeebrugge. NICHOLAS LEACH

COMPANY NEWS

The winter months saw a number of changes to P&O Ferries freight services, with Bore Song completing sailings in December and moving to Transfennica's Baltic operations joining sister vessel Bore Sea. Built in 2011, they measure 25,586gt, with Bore Song having sailed for P&O since soon after completion.

P&O North Sea freight services since the start of the year have included two Teesport to Rotterdam trips by Estraden (1995/18,205gt), with two from Zeebrugge to Teesport by 1999-built sisters Norstream and Norsky, whose intensive schedule also includes four sailings a week each from Zeebrugge to Tilbury.

With no relief vessel available, for the first time in its long history the Hull-Rotterdam passenger and vehicle service was reduced to alternate day departures while Pride of Hull (2005/29,925gt) was away for overhaul from 9 to 21 January.

On the Irish Sea P&O have cut Liverpool-Dublin freight sailings to two vessels using long-serving 17,464gt ro-ro twins Norbank (1993) and Norbay (1994), with Seatruck Pennant (2000/14,759gt) leaving on 6 January after running as third ship on the route since 2019. RP

Viking Line sells oldest ferry

FERRY SALES

The oldest vessel in the Viking Line fleet, Rosella, has been sold to Greece's Aegean Sealines Maritime for €11.25 million. Built by Wärtilä Turku (now Meyer Turku) in 1980, she has mainly sailed Turku-Mariehamn-Kapellskär, with stints to Stockholm and then Helsinki-Tallinn. She will transfer to her new Mediterranean owners in late January.

The reliable 10,757gt ship, after rebuilds, can carry 1,200 passengers and 350 vehicles, plus 43 trucks and trailers. Viking Line claims the vessel has been well maintained, but she does not meet the company's current environmental standards. Propulsion comes from four Wärtsilä diesel engines, which give the ship a 21.5-knot speed. JP

▲ Rosella has changed flags twice between Åland, Finland and Sweden during her time with Viking Line, which is coming to an end. JOHN PAGNI

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NEWS IN BRIEF

RO-RO MOVE Color Line is selling Color Carrier (1998/12,433gt), with the 1,775 lane-metre freight vessel, which has berths for 12 drivers and was built at the Fosen yard in Norway, expected to have gone to an undisclosed new operator by the start of this year.

FREIGHT LINK Spanish ferry operator Balearia started a freight service connecting Motril and Tanger Med at the beginning of December using the 1,100 lane-metre Volcan de Tauce (1985/9,807gt), which has been chartered from fellow Spanish operator Barreras.

EXTRA TIME The Scottish Government's charter of the Tallink ferry Victoria 1 (2004/40,975gt) to accommodate refugees from Ukraine was extended by five months, with the vessel due to continue lying in the port of Leith near Edinburgh through to 14 January.

SPECIAL TRIPS The Gosport Ferry Company's largest vessel, Spirit of Portsmouth (2005/377gt), offered cruises from Gosport during the middle of November while the United States aircraft carrier Gerald R. Ford was visiting the Solent.

Now into a 12th year of service, Ulysses, pictured departing Dublin, is Irish Ferries' route mainstay between the Irish capital and Holyhead. NICHOLAS LEACH

Significant increase in trading results

IRISH FERRIES

The Irish Continental Group's trading update for the ten months to the end of October 2022 revealed a €500.5 million increase in group revenues, which is 78.9 per cent more than in 2021 and 62.1 per cent ahead of 2019, the last figures before Covid began to take its toll.

Growth on Irish Ferries' routes was put down to the easing of travel restrictions, while another major contributory factor was the successful start of sailings between Dover and Calais, which began with Isle of Inishmore (1992/34,071gt) in June 2021. The line-up has since been boosted to three ships, with the addition of Isle of Innisfree (1992/28,822gt) and Isle of Inisheer (2000/22152gt).

Irish Ferries opened bookings for 2023 sailings last autumn and, despite bad weather in late November 2022, the Holyhead-Dublin service maintained by Ulysses (2001/50,938gt) and Epsilon (2011/26,375gt) managed to run to time, although fast craft Dublin Swift (2001/8,403gt) suffered some wind disruption and Blue Star I (2000/29,859gt), on charter from Greece's Blue Star Ferries, lost Rosslare-Pembroke Dock trips due to the storms

New vessel, bridges and pier updates planned

MERSEY FERRY

The Merseyside Combined Authority has announced plans for a number of projects, including the construction of a new ferry for the Mersey crossing between Liverpool Pier Head, Seacombe and Birkenhead Woodside, and an upgrade of Seacombe Pier.

Commenting on the £172 million project, Liverpool City Mayor Steve Rotherham said: 'The ferries Royal Iris of the Mersey and Snowdrop are 60 years old and have been operating on one of the fastest-flowing tidal rivers in the world.'

The landing stage on the Cheshire side of the Mersey at Seacombe will be updated, with new local rail stations and improvements to existing Merseyrail stopping places planned.

Cammell Laird will play a key role in building a replacement for the 650-passenger Royal Iris, assembling hull sections built at Damen Yard and brought to Birkenhead by barge.

▲ Current Mersey ferry Snowdrop has been in service for 60 years.

The vessel is expected to cost £24 million. The current Devon-built pair started life as Mountwood and Woodchurch and received their present names when refitted more than a decade ago.

FERRIES IN THE NEWS . . . FERRIES IN THE NEWS . . . FERRIES IN THE NEWS . . . FERRIES IN THE NEWS . . .

VIKING CINDERELLA The 57,505gt Viking Line vessel, built in 2013, carried her ten millionth passenger on a 1 December departure from Turku in Finland to Swedish capital Stockholm. She shares the year-round route with Viking Glory (2021/65,211gt).

MAYNE QUEEN The long-serving British Columbia Ferry Services vessel has been signed off after more than half a century of operations following a final tour of Canada's Southern Gulf islands. Built in Victoria, Canada, the 1,476gt double-ender carried almost 400 passengers with a 14-knot service speed and also had space for 58 cars. She was built in 1965 at Canada's Victoria Yard and took power from a line-up of four Wärtsilä diesel engines.

MOBI ORLI Seen as Pride of Bilbao during eight years running from Portsmouth to Bilbao for P&O Ferries, the 37,799gt vessel, built in 1986, which recently ran as Princess Anastasia, emerged from a major upgrade at the Palumbo Shipyard in Sicily to join the Moby Line fleet.

FLAG CHANGE After running under the Estonian flag since completion at Aker Yards during 2008, Viking Line's 35,788gt cruise ferry Viking XRPS was switched to Finnish registry at the start of 2023. She will continue in the Baltic between Finland and Estonia, and has space for 2,500 passengers (including 735 cabin berths) and 250 cars. Power comes from a line-up of four Wärtsilä diesels delivering a total of 40,000kW for a speed of 25 knots.

First double-ender on trial

▲ **P&O Pioneer leaving the GSI Shipyard in China for sea trials ahead of a late spring arrival on the Channel to begin sailings between Dover and Calais.**

P&O FERRIES

P&O Pioneer, the first of P&O Ferries' double-ended vessels for the Dover-Calais route, put to sea from China's GSI shipyard in late November 2022 on trials prior to a delivery voyage to England and an expected Channel crossing debut in late spring. Her sistership, P&O Liberty, will follow by June.

They are costing a total of £220 million and P&O have options for a further pair of identical vessels, which are 230m in length with a beam of 30.8m, and designed to carry up to 1,500 passengers with 2,800 lane metres of space for vehicles. Power will come from a line-up of four 16-cylinder Wärtsilä diesel engines powering podded propellers for a speed of over 20 knots.

A feature of the design is provision of fully equipped bridges at either end of the superstructure to reduce turnaround time in port.

Transmanche ring the changes

ENGLISH CHANNEL

After confirming DFDS Seaways as operator of the Newhaven-Dieppe route for a further five years, the French Seine-Maritime Department announced changes to the service. These include an extension of night crossings to enhance passenger comfort; additional weekend sailings in the summer high season to meet demand; and trips in the winter months, which would be almost empty, will be eliminated.

There will also be major expenditure on the route's two 2006-built/18,425gt Transmanche-owned vessels, Côte d'Albâtre and Seven Sisters, including new hull coatings for fuel optimisation, while Duty Free shops on each vessel will be enlarged. Investment is also planned to improve the onboard experience for truck drivers, with a new lounge and the addition of 40 bed pods to make more of the vessels' 49 two-berth cabins available for passengers.

www.TRANSMANCHEFERRIES.com
SEVEN SISTERS

DFDS Seaways-operated Seven Sisters at Newhaven.

Color Line ferry heads south

Color Viking during her time at Dover running as Stena Invicta.

SEAJETS

Greek operator Seajets is the new owner of Color Line's 1988-built Color Viking, which was put on the market in November last year. Originally built at the Nakskov Yard as Danish Railways' Peder Paars running opposite sistership Niels Klim between Aarhus and Kalundborg, she then spent time on charter as Stena Invicta, which included a Dover-Calais stint from summer 1991 to February 1998.

She was moved to the Irish Sea on the Holyhead-Dun Laoghaire service and later had a spell on the Fishguard link, before Color Line took on the 1,720-passenger vessel in 2021 after she had been to Fayard in Denmark for a major refit. But the single-funnel vessel's external appearance has been little changed down the years.

Details of the vessel's Seajets name and route were still to be announced. With a total of 525 lane metres for vehicles, Color Viking has a service speed of just over 16 knots from twin B&W diesel engines.

Brittany makes vessel switch

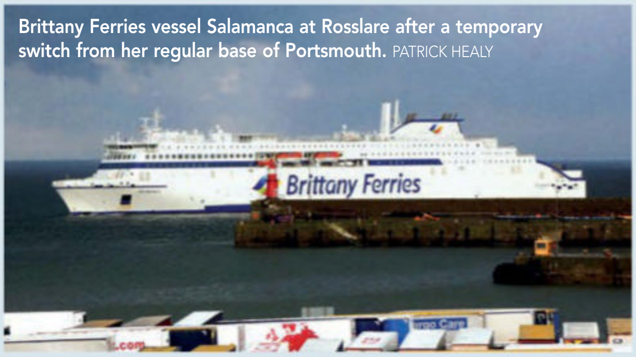
BRITTANY FERRIES

There has been a switch of routes for Brittany Ferries' China-built E-Flexer series vessels, with Salamanca (2021/42,000gt) moved off the Portsmouth-Bilbao service for a spell running from the Irish port of Rosslare to Bilbao and Cherbourg.

Santander will stay until April, when Galacia (2000/41,863gt), another product of the Avic-Weihai Jinling yard, takes over following the arrival of the company's third E-Flexer, Santona.

Brittany Ferries expect two further E-Flexers in 2024 and 2025, but at 194.7m in length they will be shorter than the existing vessels, which are 214.5m long, although their beam will be the same, at 21.8m.

Work started late last year on the eleventh E-Flexer, which will be named Saint-Malo and is due to replace the long-serving Bretagne (1989/24,534gt) between Portsmouth and St Malo, a route the veteran vessel has been closely associated with since 1993.



Brittany Ferries vessel Salamanca at Rosslare after a temporary switch from her regular base of Portsmouth. PATRICK HEALY

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NEWS IN BRIEF

CFC Compagnie Française de Croisières has delayed its start date from February to May 2023, with its first ship, Renaissance, formerly Holland America Line's Maasdam, citing political issues in Europe. The ship is currently at the Damen repair facility in Brest, but it is also possible that a ship that has been out of service for almost three years needs more work than was initially anticipated.

MSC MSC Cruises currently has four ships operating year-round in the USA from the Florida ports of Miami and Port Canaveral, and from Barbados. From 2023 year-round sailings will begin from New York, too. The 2023-24 winter programme will see six MSC ships employed in the US market. Now MSC Cruises in negotiation with Galveston Wharves for the provision of a dedicated terminal in the port, utilising the space currently occupied by piers 16 to 18. This will be the port's fourth cruise terminal, following the recent opening of the new Royal Caribbean facility, and could be in use by 2024.

HAVANA The ongoing case in the US courts, in which the current incarnation of the Havana Docks Corporation was claiming damages for 'trafficking in confiscated property' (the passenger terminal), has concluded with awards against Carnival, Royal Caribbean, NCL and MSC Cruises of $110 million each. The cruise lines will appeal.

CARNIVAL CRUISE LINE The last in the series of three ships being built by Meyer, Carnival Jubilee, will be delayed by two months, and will now enter service in December 2023, from Galveston. This ship is under construction at Papenburg and was to have been the third Aida ship in the same series. Once again, supply chain issues are cited. Meanwhile, with ongoing propulsion problems that have already caused several months of adjusted itineraries, Carnival Vista will be dry-docked in January and February 2024.

Ambience, pictured in Hamburg, days before the problem was discovered. WILLIAM MAYES

AMBASSADOR
AMBIENCE

Unscheduled maintenance needed

AMBASSADOR

While Ambience was preparing to sail from Tilbury on 18 December 2022 on a three-night Christmas Markets cruise, a problem was discovered with some lifeboat falls by a surveyor as part of the ongoing inspection procedure for the renewal of the ship's passenger certificate.

There was some unexpected movement in the sheaths that guide the cables used to raise and lower the boats, and this was then traced to hairline cracks in the brackets holding sheaths for a number of boats. In a statement, the company's CEO explained that it was not a matter sufficiently serious to cause the detention of the ship, but that the situation would worsen and the decision had been taken to cancel the cruise for which passengers had already embarked, and the subsequent cruise, as repairs could not be completed alongside in Tilbury due to the boats and the cables needing to be removed for repairs to be effected. That could only practically be done in a shipyard with crane access.

Passengers were advised during dinner and disembarked the following morning. Later that day Ambience sailed to Bremerhaven, where the work was completed in the Lloyd Werft yard. The ship was expected to return to service from Tilbury on 5 January.

Cruise giant's smallest order book for years

CARNIVAL

The current order book for Carnival Corp is the smallest for many years, with just five ships on order for delivery between 2023 and 2025. The new ships entering service in 2023 are Seabourn Pursuit and Carnival Jubilee, as well as Cunard's Queen Anne and the first of the LNG-fuelled 180,000gt ships for Princess Cruises in 2024; the second LNG ship will appear in 2025.

The group shed 20 ships during the pandemic, with the Costa fleet, when transfers are also taken into account, being one of the most affected, due in large part to its exposure to the Chinese market. Three Costa ships are in the process of transferring to Carnival Cruise Line. However, both the Carnival and Holland America fleets also lost a large number of ships. Cunard and Seabourn are the only group companies to have maintained their fleets intact.

The loss of many smaller older ships, and the recent announcement that there will be three more disposals (including two from the Costa fleet), when taken in conjunction with the new ships recently added, means that overall, the group's passenger capacity for 2023 will be three per cent higher than that in 2019.

During the pandemic Carnival Corp's total debt increased from $12 billion to more than $34 billion, and paying that down will take a higher priority than new ships, so nothing new is expected in 2026, but thereafter there could be one or two new ships each year.

Costa Venezia has completed her final cruise for Costa before being transferred to the Carnival Cruise Line fleet. WILLIAM MAYES

Costa Venezia

Last new ship of 2022 debuts at Southampton

Arvia's maiden arrival in Southampton on 20 December 2022. PETER WOOLGAR

P&O CRUISES

During 2022 18 new ocean-going cruise ships entered service, the last of which, Arvia, sailed on her maiden voyage on 23 December, a cruise to the Canary Islands. During her first cruise the ship suffered some IT issues, particularly in relation to restaurant bookings. She sailed again on 6 January, bound for the Caribbean, where she will spend her first full season.

With a gross tonnage of 185,581, she is slightly larger than her sister, Iona, but has a similar maximum passenger capacity of 5,200. Arvia arrived in Southampton for the first time on 20 December and is the largest passenger ship ever to be owned by the company. Like her sister, she is fuelled by LNG. New features for P&O Cruises include a high ropes course and a nine-hole mini-golf course. A major difference between Iona and Arvia is that the latter has a partially retractable roof to the Skydome. Arvia will be named off Bridgetown, Barbados on 16 March 2023.

The other ships of 2022 range from the 8,000gt 130-passenger Sylvia Earle to the 216,000gt 6,800-passenger MSC World Europa, most of which have been covered in these pages.

Another new record for RCI

ROYAL CARIBBEAN

The next Royal Caribbean ship to enter service, and its largest to date, Icon of the Seas, was floated out at the Meyer Turku yard on 9 December 2022. She was originally ordered in 2016, and steel cutting began in June 2021, with the ship's keel being laid in April 2022.

In the meantime, the engine room block, together with LNG tanks, had been built at Meyer's Neptune Yard in Rostock and towed to Turku. Although initially reported to be smaller than the Oasis class ships, more recently a figure of 250,800 has been given as her approximate gross tonnage, which will make her the largest passenger ship ever built.

Delivery of Icon of the Seas is scheduled for late 2023 and she will enter service, sailing from Miami in January 2024, after a delay of almost two years as a result of the pandemic and related supply issues. She will operate alternate Eastern and Western Caribbean itineraries from Miami, with a maximum passenger capacity of 7,600 and a crew of almost 2,400, making her a true city at sea, a destination in her own right.

▲ Icon of the Seas was floated out in December 2022. Her cost has been stated as $1.3 billion and, in addition to LNG, she uses fuel cell technology and is equipped to run on shore power. MEYER TURKU

Cutting back on stewards

Norwegian Breakaway was one of the first NCL ships to lose the second daily cabin service. WILLIAM MAYES

NCL

Coming soon after an announcement that its shore staff would be reduced by nine per cent came the news that NCL will be cutting back on cabin servicing, reducing the twice-daily visits to a single call, allowing a reorganisation of the roles of Stateroom Steward and Junior Stateroom Steward to be combined into a single Stateroom Attendant function. Norwegian Epic, Sky, Jewel, Sun and Breakaway are the first ships to lose the second cabin servicing, starting in January 2023.

In its third quarter earnings announcement in early November 2022, the company gave an insight into the economics of its operation. In round numbers, ticket revenue was $278 per passenger per day, but the operating costs were $311, leaving a gap of $33 to be covered by onboard spending, which came to $128 per day, showing how important that has become.

Quite where the 20 per cent gratuity added to everything on board 'for your convenience' slots into this is unclear. Probably the greatest cost to be factored in is that of fuel, prices of which have nearly doubled since 2019, when the $33 deficit per person was actually a $71 surplus.

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NEWS IN BRIEF

RTN The Royal Thai Navy has recovered the bodies of 24 sailors after one of their 76m corvettes sank during a storm in the Gulf of Thailand. At the time of writing, five others were were still missing. The 1987-built HTMS Sukhothai capsized on 18 December 2022 after becoming unstable following a loss of electrical power, caused by water ingress through the funnel, into the engine room. The wreck is due to be salvaged.

ROYAL NAVY HMS Triumph has returned to sea after four years in refit at Devonport. The sole remaining Trafalgar class attack submarine was to have been retired by now but has been retained in service to cover delays caused by the late delivery of Astute class replacements. Despite her lengthy Covid-affected maintenance period, the 32-year-old boat is likely only to serve for another two or three years, due to her age.

RSN Two Type 218SG submarines for the Republic of Singapore Navy were launched together at a high-profile ceremony at the Thyssenkrupp Marine Systems (TKMS) shipyard in Kiel on 13 December 2022. The future RSS Impeccable and RSS Illustrious, the second and third of four Invincible class boats, are among the world's most advanced diesel-electric submarines. With a displacement of around 2,000 tonnes, they are also the largest submarines ever built by TKMS.

US NAVY The latest America class amphibious assault ship is to be named USS Fallujah (LHA 9) after the First and Second Battles of Fallujah, during the Iraq War in 2004. The American-led urban combat offensives were the bloodiest engagements of the Iraq campaign. The selection of the ship's name follows the tradition of naming amphibious assault ships after US Marine Corps battles, early US sailing ships, or legacy names of earlier carriers from World War II.

New Arleigh Burkes on trials

USS Jack H. Lucas is the first of 14 Flight III DDG-51 destroyers thus far ordered for the US Navy. HII

US NAVY

The US Navy's first Flight III Arleigh Burke class destroyer has completed builder's sea trials, ahead of delivery in 2023. The future USS Jack H. Lucas (DDG 125) is the 75th Arleigh Burke (DDG 51), but the first to be equipped with the latest AN/SPY-6 radar.

The new Air and Missile Defense Radar system is so power-hungry that Flight III vessels require four-megawatt generators for the SPY-6 to function, in comparison to the Flight IIA's three megawatts. She also requires a larger hull to accommodate the extra power and cooling requirements.

The new ships will supersede Ticonderoga class cruisers in the air defence role when they are part of a Carrier Strike Group and will be commanded by four-ring Captains.

Five other Flight III destroyers are currently under construction at two shipyards, with many more planned. The US Navy intends to replace the Arleigh Burkes with a larger ship, dubbed the DDG(X), but wants to avoid repeating the mistakes of building ships with unproven technologies.

Poland's Arrowhead frigates

POLISH NAVY

The Anglo-Polish PGZ-Miecznik consortium has outlined the progress to date since Poland signed up for three Arrowhead 140 frigates in July 2021. A base design has been selected from several concepts, with the tactical and technical equipment fit now under consideration ahead of the start of the construction phase in the second quarter of 2023.

The latest artist's impression reveals some design changes from earlier illustrations, such as a trimmed superstructure to provide a larger flight deck. This will enable the ships to operate Leonardo AW101 helicopters (similar to the RN Merlin), although they are to be primarily shore-based. The arrangement of anti-ship missile launchers is also altered. While still opting for 16 RBS-15 Mk3 missiles, some of the launchers are now positioned facing forward.

Despite disrupted supply chains, some due to high demand for weapons systems as a result of the Ukraine war, the timetable remains on track for deliveries in June 2028, September 2029 and August 2030.

The Miecznik (Swordfish) frigate programme is Poland's largest ever defence project.

Inbound missiles

ROYAL NAVY

The firepower of the RN surface fleet is set to be enhanced by the purchase of Kongsberg Naval Strike Missiles. The Norwegian sea-skimming, anti-ship missile will be introduced later this year as an interim measure, plugging the gap between the Harpoon and its successor, the 'Future Offensive Surface Weapon', which is due to enter service in 2028.

The UK has also joined the partnership between France and Italy for the production of the Aster Block 1 missile, as part of the Sea Viper Evolution programme that was announced by the UK Ministry of Defence back in May 2022. As such, the Royal Navy's Type 45 destroyers will receive upgraded Aster 30 Block 1 missiles, which have an additional capability to intercept short-range ballistic missiles.

Plans are also in place to retrofit the ships with the Common Anti-Air Modular Missile (CAMM), in lieu of the shorter range Aster 15 missile.

A job well done by Montrose

HMS Montrose will become the fifth Type 23 frigate to be decommissioned. MARITIME PHOTOGRAPHIC

ROYAL NAVY

HMS Montrose returned to her homeport of Devonport on 16 December 2022 after being forward deployed for more than four years on Operation Kipion, the RN's permanent presence in the Gulf region. The Type 23 frigate is to include a visit to her namesake town on the east coast of Scotland as part of a farewell tour, prior to decommissioning in the spring.

Since departing the UK in October 2018, Montrose has spent the bulk of her time deployed in the Gulf region, conducting security patrols to deter criminal and terrorist activity, including arms and drugs smuggling. During her 1,509 days away from the UK, the ship sailed 140,000 nautical miles and had 11 crew rotations.

Its achievements include the seizure of 16 tonnes of narcotics worth at least £80 million, the interception of illegal shipments of surface-to-air missiles, and the escort of 130 cargo ships, tankers, and container carriers through the hazardous Strait of Hormuz. The role is currently being carried out by HMS Lancaster.

Uncrewed sub for the deep

ROYAL NAVY

The UK Ministry of Defence has awarded a £15.4 million contract to Plymouth-based MSubs for the design and build of an uncrewed submarine. The 17-tonne Extra Large Autonomous Underwater Vehicle will be delivered in two years and will work side by side with crewed submarines to monitor underwater activity and help counter increasing threats to the UK's critical national infrastructure, such as deep-sea cables and pipelines.

Named Cetus after a mythological sea creature, the LAUV will be able to cover up to 1,000 miles in a single mission and will have a maximum operational depth that exceeds that of any of the current submarine fleet.

The project is the latest phase of the Royal Navy's experimentation with autonomous underwater systems. At around the size of a bus, the sub will be the largest and most complex submersible of its type operated by any European navy, yet will fit inside a shipping container for rapid transportation to wherever it is required.

The unarmed, battery-powered craft is described as an operational demonstrator. ROYAL NAVY

Watching the noisy neighbours

Poland's new SIGINT vessels will be delivered in 2027. SAAB

POLISH NAVY

Poland's national defence spending continues, with a €620 million order for a pair of Signal Intelligence (SIGINT) ships. The Polish State Treasury Armament Agency has contracted Saab to design and build the ships for the Polish Navy. They will replace the Project 863 (Modified Moma class) intelligence-collection ships, ORP Nawigator and ORP Hydrograf, which date back to the mid-1970s, when Poland was part of the Warsaw Pact during the Cold War.

Construction of the hull of the new spy ships will be subcontracted to the Remontowa Shipbuilding shipyard in Gdansk, prior to fitting-out with advanced mission systems at the Saab Kockums' shipyard in Karlskrona, Sweden. They will be similar to the future HSwMS Artemis (A 202), which is close to delivery to the Swedish Navy after recently undergoing sea trials.

As the highest defence spender in Eastern Europe, Poland is currently on track to increase its defence budget from the NATO-recommended two per cent of GDP to three per cent in 2023.

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NEWS IN BRIEF

JAPANESE 'EENEX' COAL CARRIER Japan's Mitsui OSK Lines has placed the 99,965dwt coal carrier Energia Azalea in service following the 234.9m by 43m vessel's completion by compatriot builder Namura Shipbuilding. As the third in Namura's EeneX series of next-generation coal carriers, the new ship will be employed to transport coal from overseas sources to the Chugoku Electric Power's Misumi Power Station in Shimane Prefecture. JS

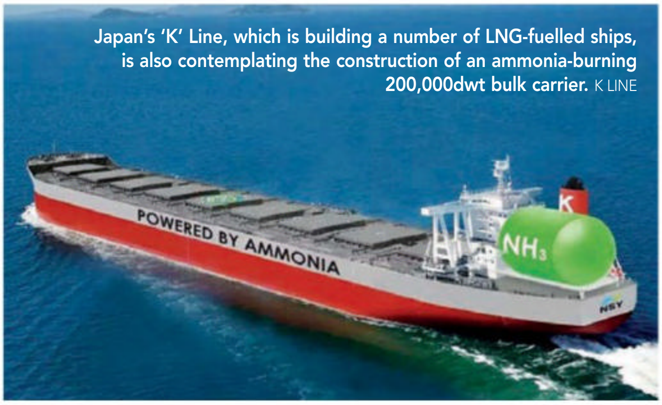
U-MING TAKES TWO Taiwan's U-Ming Marine Transport Corporation has taken delivery of the twin Capesize bulk carriers Cape Venus and Cape Jupiter from China's CSSC Qingdao Beihai Shipbuilding Co, with two yet-to-be-named sisterships to be delivered later this year. All four 210,000dwt vessels have measurements of 300m by 50m and are powered by MAN B&W engines equipped with nitrogen oxide treatment systems to meet IMO Tier III emission requirements. JS

CULINES QUITS EUROPE China United Lines (CULines) has discontinued its Asia Europe Express (AEX) service. The bi-weekly service, which was run with TS Lines and connected the Chinese ports of Shanghai, Ningbo, Xiamen, Yantian with Ho Chi Minh City, Rotterdam, Hamburg, Antwerp and Southampton, began in February 2021, when freight rates on the route were high, using vessels in the 4,000-4,500TEU range. With declining cargo volumes and falling freight rates on the Asia to Europe route, the company was unable to operate against established operators using vessels in the 18,000-24,000TEU range in the same corridor. KA

▲ Ren Jian operated by CULines.

'K' Line shifting to alternative fuels

GREEN TECHNOLOGY



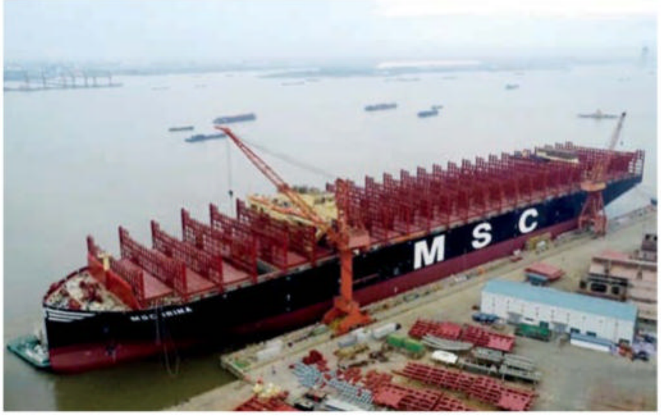
Japan's 'K' Line, which is building a number of LNG-fuelled ships, is also contemplating the construction of an ammonia-burning 200,000dwt bulk carrier. K LINE

Japan's Kawasaki Kisen Kaisha (K Line) has laid out a strategy to cut its Green House Gas (GHG) emissions by 50 per cent in the current decade by using new technologies and alternative bunker fuels, including LNG and ammonia.

The Tokyo-based company placed its first LNG-fuelled car carrier in service during 2021 and has an additional eight under construction, as well as one large LNG-fuelled bulk carrier. The company plans to continue expanding its fleet of LNG-fuelled ships over the next seven years while also developing ammonia-fuelled vessels, including an ammonia-burning 200,000dwt bulk carrier. The design of this ship, developed by compatriot shipbuilder Nihon Shipyard, has already obtained an Approval in Principle (AiP) from Japan's classification society, Nippon Kaiji Kyokai.

K Line currently manages a fleet of nearly 440 vessels, including 180 owned ships and another 250 on charter, and plans to retrofit many of these with energy-saving equipment, including both solid and rotor sails, along with integrated ship management systems, to optimise weather routing. JS

Yet again world's largest boxship



▲ An aerial view of the recently floated out MSC Irina illustrates her impressive dimensions of 1,312ft by 201ft and deck area of 78,745ft^2. MSC

CONTAINER SHIPS

Chinese shipbuilder Yangzi Xinfu Shipbuilding expects to deliver the twin 24,346TEU container ships MSC Irina and MSC Roreto to the Chinese Bank of Communications Financial Leasing for long-term charter to the Mediterranean Shipping Company next month, following the ships' sea trials.

Measuring 399.99m by 61.3m, and with a deck area of 24,000m^2, the 22.5-knot vessels are now the world's largest container ships and are to be followed by four sisterships later this year. JS

Dual-fuel tankers completed for Fisher

NEWBUILDS

Barrow-in-Furness-headquartered James Fisher & Sons, a historic company which was founded in 1847, has taken delivery of the 6,000dwt dual-fuel tanker Sir John Fisher. She is the first of two similar ships ordered from the China Merchants Jinling shipyard in Yangzhou, China.

The second tanker, to be delivered later this year, will be named Lady Maria and both ships will be operated by James Fisher Everard (JFE) alongside existing tonnage. Their LNG deck tanks and LNG-burning main engines, coupled with a centralised waste heat recovery system, will allow them to achieve a 45 per cent reduction in carbon emissions, as well as a 93 per cent reduction in NOx and a 45 per cent reduction in SOx.

Once in service, they will replace two of James Fisher's existing tankers and, while identical in terms of dimensions, will be able to carry more cargo due to their increased deadweight. JS

▲ Each of James Fisher's new dual-fuel tankers, including the recently delivered Sir John Fisher, have been equipped with LNG tanks on their main deck forward. CMJ

Wan Hai Lines, the world's 11th largest container ship operator, is scrapping ten of its oldest ships while ordering 39 more. The ships to be demolished are the 1,088 TEU capacity Wan Hai 161, 162, 163 and 165, all built between 1996 and 1998, and the 1,368 TEU capacity Wan Hai 215, 216, 221, 222, 223 and 225, all built in 1994. WAN HAI LINES

Wan Hai to scrap ten feeders

CONTAINER OPERATOR

Taiwanese container ship operator Wan Hai Lines has invited shipbreakers to submit tenders to demolish ten feeder vessels in its fleet, the first sign of significant scrappage in the container market since early 2020. The vessels are the oldest units in the fleet, built between 1994 and 1998, with four 1,088TEU and six 1,368TEU capacity vessels.

As part of Wan Hai's sustainability requirements, the ships must be recycled by environmentally friendly scrap yards, with ten yards at Alang, India, with Hong Kong Convention certificates being nominated. The 11th largest container operator in terms of capacity, Wan Hai has been busy acquiring second-hand vessels over the past two years, as well as taking delivery of several vessels from Japanese yards, as part of fleet replacement schemes. KA

Caught in the Bosphorus

SHIPPING ROUTE

Turkish authorities implemented a measure on 1 December 2022 whereby tankers with crude oil had to present an insurance confirmation letter before being granted permission to transit the Bosphorus and Dardanelles.

The requirements were brought in ahead of the $60 per barrel price cap on Russian seaborne crude, with the Turkish Ministry of Transport and Infrastructure wanting to confirm that the P&I insurances remained valid during transit of the Turkish Straits. KA

▲ **The tanker Suez Hans southbound in the Bosphorus.** KRISPEN ATKINSON

Highest valued world fleets

▲ **LNG carriers, such as the NYK-owned 174,000m^3 capacity Elisa Larus (2020), have made the Japanese merchant fleet the highest valued in the world at $196.6 billion.** NYK GROUP

INDUSTRY NEWS

According to data compiled by Isle of Wight-based VesselsValue, China retained first place during 2022 in terms of number of vessels owned, 6,908, with the total fleet valued at $190.1 billion, but Japan had a higher total fleet value of $196.6 billion because of its large number of LNG tankers.

These ships saw their earnings climb to $441,385 per day towards the end of last year, rates that sparked an ordering boom for more than 140 of the vessels, an increase of 92 per cent year on year. Of these orders, around a quarter were placed by Japanese owners, including MOL, NYK, and Meiji Shipping, the latter established by Mitsui & Co in 1911. JS

Japan's ONE charters ships

CONTAINER SHIPS

Japan's Ocean Network Express (ONE), established in 2017 to integrate the container operations of compatriot companies K Line, MOL and NYK, has placed the 157,000dwt One Freedom in service between Asia and Europe.

Completed by China's Yangzijiang Shipbuilding as the first of seven similar 15,250TEU capacity ships being built for shipowner Seaspan, the newbuild measures 366m by 51m and can load 6,392TEU in the holds and 8,858TEU on deck, including 4,266 refrigerated units.

Hong Kong-based Seaspan, which has a fleet of 134 container ships with 67 more under construction, is owned by the London-headquartered Atlas Corporation, which was recently acquired by ONE and several of its partners for $10.9 billion. JS

▲ **Japan's Ocean Network Express (ONE) is chartering a new series of 15,250TEU container ships from Hong Kong-based shipowner Seaspan.** ONE

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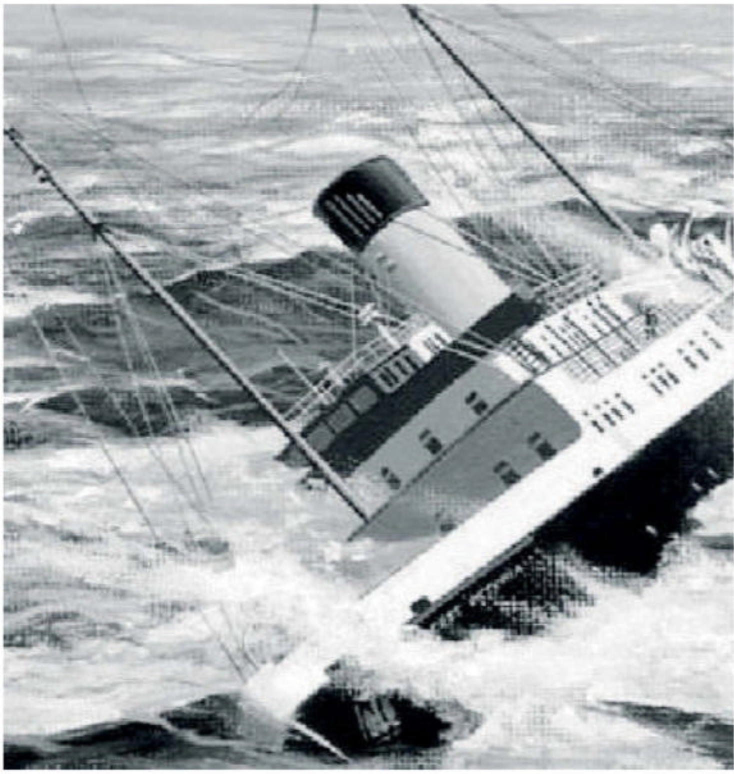
Remembering the loss of Princess

Russell Plummer recalls the tragic day in January 1953 when North Channel vessel Princess Victoria sank on the Irish Sea in a storm, with only 44 of a total of just over 300 passengers and crew surviving.



Introduced in 1948 for the London, Midland and Scottish Railway's Irish Sea North Channel service between Scottish port Stranraer and Larne in County Antrim, the 1947-launched car ferry Princess Victoria, by then under British Rail management, set off from Loch Ryan in Scotland at 0845 on the last day of January in 1953.

Leaving the comparative shelter of the Loch, she immediately turned into the full fury of one of the worst storms to strike the Irish Sea in living memory and which caused havoc on both sides of the North Sea and on land in Holland.

Carrying a reported 128 passengers and 51 crew, Princess Victoria was an hour into the journey when heavy following seas forced open the vehicle deck's stern doors. The alarm was raised when Captain James Ferguson, with 17 years of experience on the route, radioed the Coastguard after 1100 to report that the vessel was not under control and urgently needed tug support.

He was on the radio again at 1252 to say that the engine room was flooded and that he had decided to abandon ship. Measuring 5ft 7in tall, the stern doors were not full height, and efforts to lower a protective internal safety shield failed while the water rushed in.

▲ The 2,694gt Princess Victoria was one of the first was one of the earliest roll-on/roll-off (ro-ro) ferries, and was completed in 1947, being ale to carry up to 1,500 passengers as well as cars and lorries. ▼

As the vessel listed heavily to starboard, it became impossible to launch lifeboats, one of then smashing against the ship's side during a lowering attempt. With the Northern Ireland coast visible on the starboard side, Princess Victoria sank five miles north of the Copeland Islands in the late afternoon, with Captain Ferguson going down with his ship while just 44 passengers were rescued, all of them male.

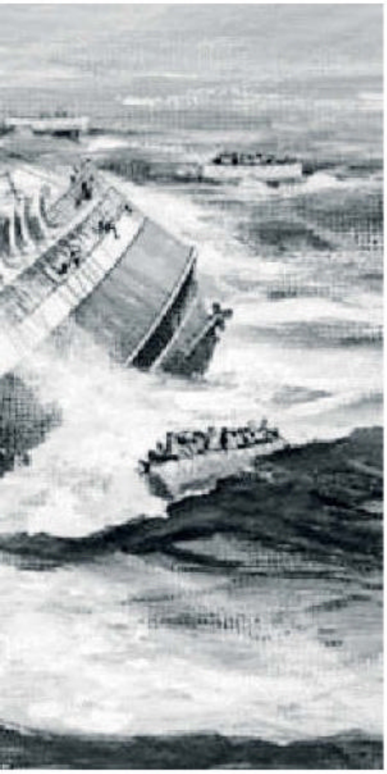
Other vessels to reach the area included the C class destroyer HMS Contest, the Royal Navy's first all-welded vessel which was built by J. Samuel White at Cowes and commissioned 1949 and was in what turned out to be her final year of Royal Navy service before being scrapped during 1960.

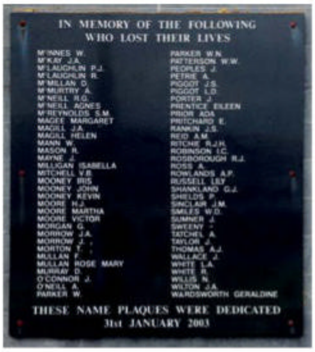
Contest was on the scene after sailing from the Clyde, and her commanding officer Lieut Commander Lawrence McArdle and Chief Petty Officer Wilfred Warren dived into the sea in a bid to help survivors, actions which later saw both made members of the Order of the British Empire.

RNLI lifeboats from Donaghadee and Portpatrick also joined the search. Jeanie Spiers from Portpatrick could not find the casualty and so, in the appalling conditions, began what turned out to be a long search. Donaghadee lifeboat Sir Samuel Kelly reached the ferry at 1515, seven miles east of Belfast Lough, and rescued 29 people from a ship's lifeboat, one from a raft and another from a second ship's lifeboat.

The Coxswains of both boats, Hugh Nelson of Donaghadee and William McConnell of Portpatrick,

Victoria in 1953





IN MEMORY OF THE FOLLOWING
WHO LOST THEIR LIVES

McINNES W.
McKAY J.A.
McLAUGHLIN P.J.
McLAUGHLIN R.
McMILLAN D.
McMURTRY A.
McNEILL R.G.
McNEILL AGNES
McREYNOLDS S.M.
MAGEE MARGARET
MAGILL J.A.
MAGILL HELEN
MANN W.
MASON R.
MAYNE J.
MILLIGAN ISABELLA
MITCHELL V.B.
MOONEY IRIS
MOONEY JOHN
MOONEY KEVIN
MOORE H.J.
MOORE MARTHA
MOORE VICTOR
MORGAN G.
MORROW J.A.
MORROW J.
MORTON T.
MULLAN F.
MULLAN ROSE MARY
MURRAY D.
O'CONNOR J.
O'NEILL A.
PARKER W.

PARKER W.N.
PATTERSON W.W.
PEOPLES J.
PETRIE A.
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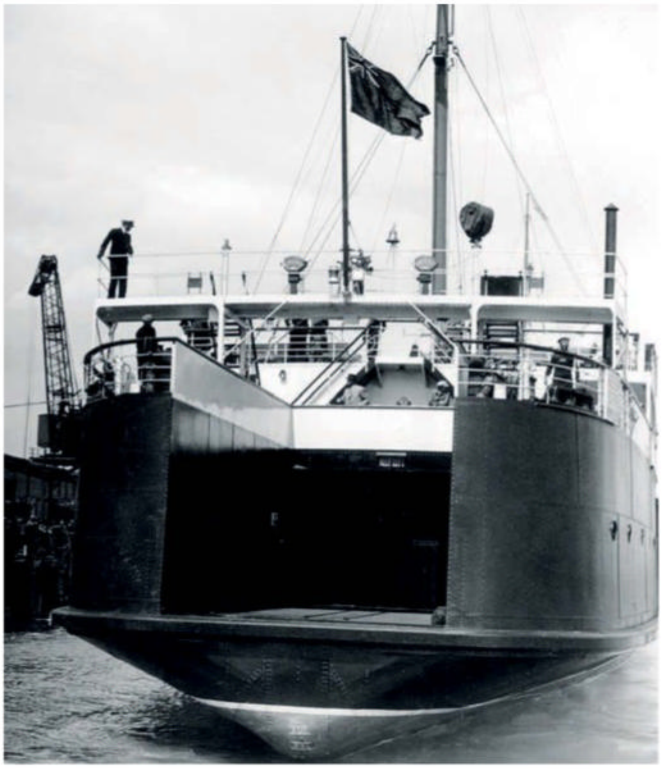
TATCHEL A.
TAYLOR J.
THOMAS A.J.
WALLACE J.
WHITE L.A.
WHITE R.
WILLIS N.
WILTON J.A.
WARDSWORTH GERALDINE

THESE NAME PLAQUES WERE DEDICATED
31st JANUARY 2003

▲ The names of those who lost their lives in the 1953 tragedy are recorded on the memorial in Larne.

◀ Princess Victoria founders in the Irish Sea, from a painting by Norman Whitla.

▶ A stern view of Princess Victoria with recessed rear door through which water entered in 1953.



were awarded the RNLI's Bronze medal as well as the British Empire Medals for their bravery and outstanding seamanship. Major memorials recording the names of those who died have been erected in Stranraer and Larne, where there are annual memorial services.

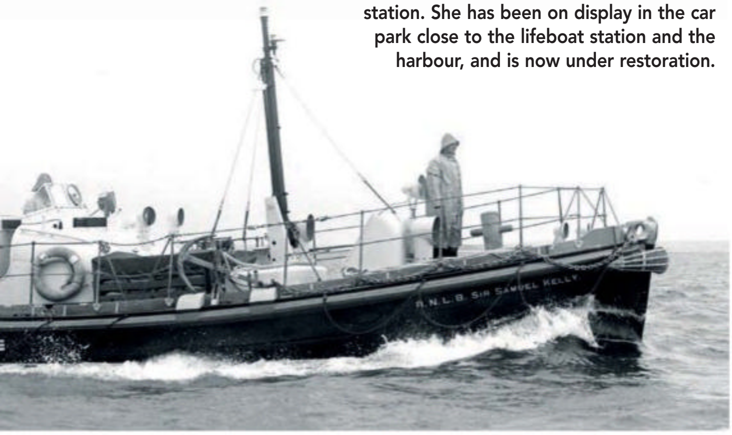
Captain Ferguson and Princess Victoria's radio officer David Broadfoot, who sent messages by Morse Code after radio connections were lost, were each given the posthumous award of Britain's highest civilian honour, the George Cross.

North Channel services have changed out of all recognition in recent years, with Stranraer dropped in 2011 when Stena Line who had been using HSS1500 series catamaran Stena Voyager moved to a new £200 million terminal at Cairnryan. There was also a port change in Northern Ireland from Larne to Belfast, with the route using 2002-built sisterships Stena Superfast VII and Stena Superfast VIII. The Stena pair have competition from P&O Ferries, who use European Causeway (2000) and European Highlander (2002) from Cairnryan on crossings to Larne.

▲ The memorial at the entrance to Larne harbour was erected in 2003.

▼ The memorial close to the Ferry Terminal in Stranraer.

Donaghadee lifeboat Sir Samuel Kelly on trials in 1950, prior to being sent to her station. She has been on display in the car park close to the lifeboat station and the harbour, and is now under restoration.



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NEWHAVEN-DIEPPE
INTO A SECOND CENTURY

Continuing our series looking at major ferry routes from British ports, Russell Plummer traces the history of an English Channel connection with France that started back in the late 19th century and now employs two modern vessels which were introduced as recently as 2008.

Like many modern ferry connections, the service between Newhaven and Dieppe in France originally had strong links with railway operators. The service was established in 1887 as the result of co-operation between well-established companies from either side of the English Channel when the London,

SEVEN SISTERS

Brighton and South Coast Railway joined forces with France's Western Railway, which had the larger interest of 37/56ths compared to LBSC's 19/56. This was because, it was argued, the distance from the Channel coast to Paris was twice as far as that to and from London.

Various different ownership arrangements followed down the years, and even today the route's vessels are owned by France's Transmanche Ferries, but marketed and operated by Danish giant DFDS, to provide up to three daily crossings each way through the summer months, before cutting back to two trips a day from October.

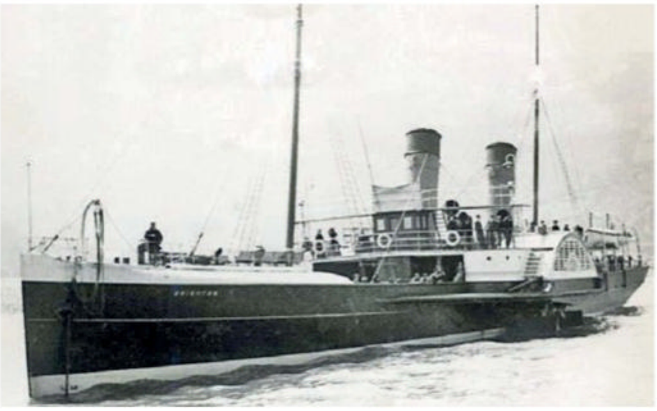
A new long-term contract between DFDS and the French regional authority Seine Maritime Department started on 1 January 2023 and will run until 31 December 2027. The only other bidder for the route was believed to have been Brittany Ferries.

THE FIRST CROSSINGS

At the start of the 19th century boats from Dieppe anchored off Brighton, with passengers transferring to small craft to be taken ashore, although from 1823 there was a berth close to where the remains of the resort's West Pier can still be seen.

www.TRANSMANCHEFERRIES.com

Côte d'Albâtre and Seven Sisters (pictured) currently offer two sailings a day each way between Newhaven and Dieppe, increasing to three during the summer months.
MARITIME PHOTOGRAPHIC



▲ BRIGHTON (1878) This vessel and her sister Victoria were built at John Elder's Govan yard for an expected Paris Exhibition traffic increase.

▲ BRITTANY (1882) Also from the Elder Yard, bought for an Isle of Man service that failed to start.

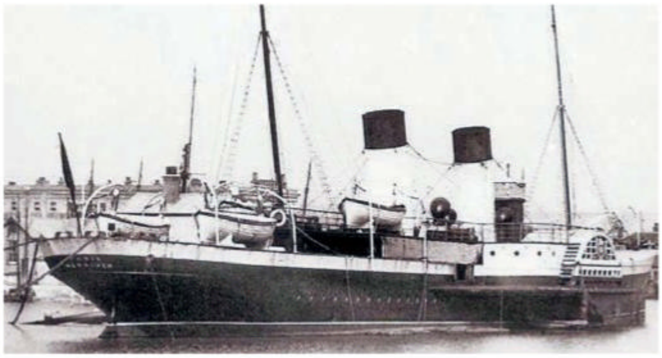
▲ ROUEN (1888) Re-boilering in 1894 brought new taller funnels and longer superstructure aft.

As early as 1790 a weekly service was provided by sailing vessels, including *Princess Royal*, which was owned and captained by John Chapman and left Brighthelmston (an early name for Brighton) on Tuesday evenings, with a return on Saturday evening. A contemporary notice claimed the route was 90 miles shorter than having to travel from London to Dieppe.

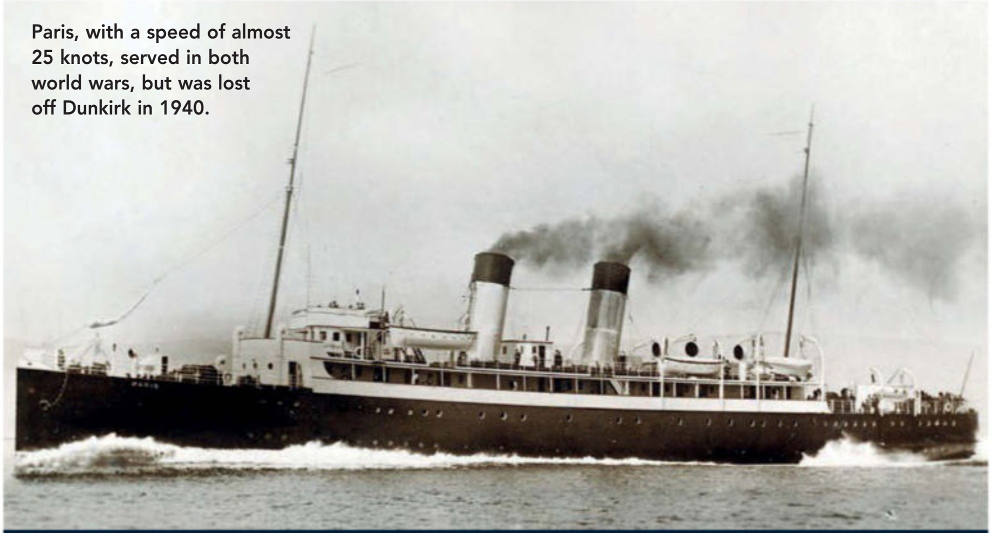
The focus switched to Newhaven's sheltered harbour after a rail link with London was established in 1847. When LBSC began operating a ferry service it was with second-hand tonnage, but the paddle steamer *Paris*, with compound oscillating engines and coal fired boilers, was introduced in 1852 after being built at the Govan, Glasgow yard of John Elder and Co. She was joined by the London-built 350gt *Rouen* a year later.

New vessels followed regularly, including the 566gt steel-hulled paddlers *Brighton* and *Victoria*, built at the Elder Yard on the Clyde in anticipation of a traffic boost for the 1878 Paris Exhibition. Powered by two-cylinder compound diagonal engines taking steam from four cylindrical boilers, they reached a speed of 17 knots.

Victoria lasted only until April 1887 after striking rocks near Pointe d'Ailly. Despite



▲ PARIS (1888) was one of the last two paddle steamers built for the London, Brighton and South Coast Railway. She was built in 1888 in the Fairfield Shipyard, Govan, Scotland, and was designed by William Stroudley.


Paris, with a speed of almost 25 knots, served in both world wars, but was lost off Dunkirk in 1940.

SERVICE BY PARIS IN PEACE AND WAR

One of the most successful Newhaven fleet members was the 1,774gt turbine-powered Paris, which was delivered by Denny's from Dumbarton in 1913 after achieving 24.76 knots on trials. She was the route's first vessel with a cruiser stern and provided the best passenger areas so far, taking a total of 968 people.

After World War I started, Paris served as a minelayer in 1917-18 and returned to the Newhaven service until she was sent for an extensive refit in 1928-29, when most of the superstructure was plated in. In 1932 her original boilers were replaced by four larger oil-fired Yarrow units. Paris was also requisitioned in World War II for trooping duties, until in January 1940 she was converted for service as a hospital ship. She made five trips to Dunkirk to bring back a total of 740 wounded troops, but while making a sixth outward trip she suffered aerial bombing and sank ten miles off the beaches, with 20 crew members losing their lives.

▲ The first screw steamer, Seaford, appeared in 1894, but sank four years later after a collision.

▲ Seaford was replaced by Sussex in 1896; she was a slightly longer repeat of the previous design.

▲ Dieppe (1905) proved to be a success, and finished her days a private yacht with diesel engines.

▲ After achieving a trial speed of over 24 knots, Rouen saw service in both World Wars.

efforts to refloat her, she broke up in subsequent bad weather. After new boilers were fitted in 1891, *Brighton* made a crossing in three hours 45 minutes, but sank two years later after striking a pier at Dieppe. Salvaged, she joined the Bristol-based excursion fleet of Pockett's Steam Packet Co before serving as a minesweeper near the Dardanelles during the World War I.

Rouen and *Paris*, which turned out to be the route's last pair of side-wheelers, revived earlier route names. They were ordered by LBSC from the Elders yard, by then trading as Fairfield Shipbuilding. With pole masts and twin raked funnels, they were designed for a service speed of 19.25 knots and licensed for 706 passengers, while also offering a range of comfortable public rooms.

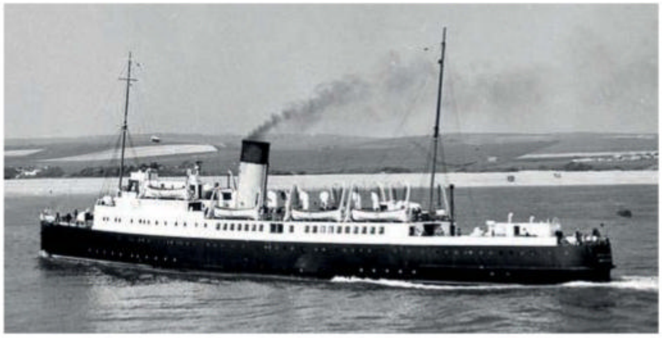
Delivered as the route's second *Rouen* and third *Paris* in June and July 1888, they sailed into the 20th century, with *Rouen* sold in 1903 to R.P. and J.W. Little for service from Barrow in Furness to Douglas, Isle of Man as *Duchess of Buccleuch*. *Paris* went to the Shipping Federation in 1912 and was finally scrapped in 1924.

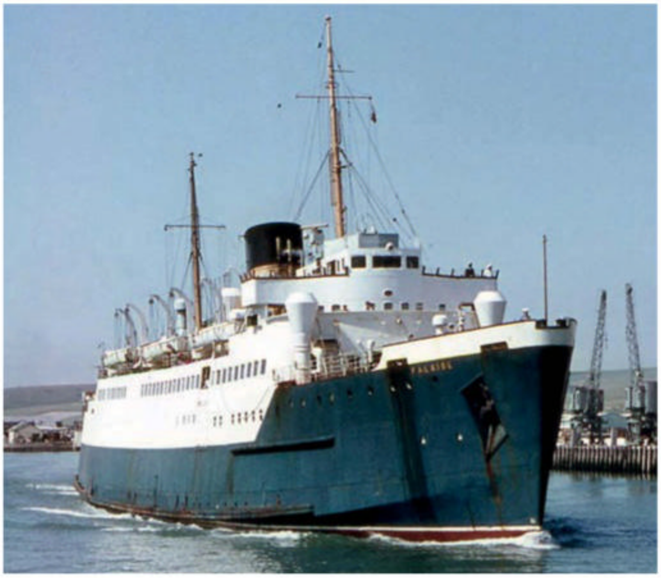
The first new French vessels built by Forges et Chantiers at Le Havre were the twin-funnel screw steamers *Seine* (1891), *Tamise* (1893) and *Manche* (1897), but all had short careers. *Seine* was laid up from 1901 until she was scrapped at Brest in 1905; *Tamise* went to Dunkirk breakers after the end of World War I; and *Manche* moved south to become *Le Verdun* at Bordeaux, but was broken up in 1919.

The route's first screw-driven vessel was *Seaford*, which was built at Dumbarton by William Denny and Bros and fitted with two sets of four-cylinder engines. She carried 923 passengers, with night berths for 82 First and 64 Second class passengers. Delivered in 1894, *Seaford* lasted until August of the following year, when she was sunk in mid-Channel after being rammed by the French steamer *Lyon* in thick fog.

A replacement named *Sussex* appeared in April 1896. After time as a troopship early in World War I, she returned to passenger sailings but with a French crew running from Folkestone to Dieppe, until her bows were blown off by a torpedo in 1916, with around 80 lives lost. She was beached in the outer harbour at Boulogne and was subsequently rebuilt as a French minesweeper at Rochefort, being sold to a Greek owner in 1920.

LBSC next ordered


▲ Worthing, completed in 1930, was the first vessel on the route built for the Southern Railway. After World War II service, she returned to the Dieppe run for a decade before going to Greek owners, and was not finally broken up until 1964. LINESMAN/SHIPSPOTTING.COM



▲ **Seen at Newhaven, the 1947-built Falaise came from Denny's on the Clyde. She entered service on the Dieppe route in 1964, having previously operated between Southampton and St Malo.** TEDINGHAM/SHIPSPOTTING.COM

Arundel, an improved version of *Sussex*, from Denny's in 1899, and she was joined by *Brighton* in 1903, with sister vessel, the 1,216gt *Dieppe,* following in 1906. *Brighton* was the second vessel to carry the name, and she was also the LBSC's first screw steamer.

Both left the fleet in the 1930s, with *Dieppe* bought by Lord Moyne and converted into a private yacht, with the steam engines replaced by diesels, while *Brighton*'s place in the fleet was taken by a new turbine steamer of the same name in 1933, which became the route's third *Brighton*.

Next it was the turn of the French Western Railway to bring in new tonnage, with the F. & C. Méditerranée yard delivering the 1,000-passenger *Newhaven* in May 1911 and sister *Rouen* in September 1912. Four water-tube boilers provided steam for three Parsons geared turbines. *Newhaven* achieved 23.85 knots during trials, but *Rouen* was even faster at 24.06 knots.

After the start of World War I in 1914, both were requisitioned by the French Navy. *Rouen* lost her bow forward of the bridge when she was torpedoed by a German submarine in the Bay of St Malo on 29 December 1916, but was repaired in Cherbourg, before serving as a seaplane carrier and later as a troopship.

Newhaven was transferred to the British Admiralty for use as a hospital carrier, sailing to Scapa Flow. She returned to ferry service in July 1920, some 11 months after *Rouen* was released. Both ships were extensively refitted during the winter of 1929-30, before *Rouen* was converted to use oil fuel in March 1932, with a single new funnel replacing the original pair. The same changes were made to *Newhaven* in September 1933.

They carried troops to Dunkirk in 1940 and later helped in their evacuation and return to Britain before both fell into German hands, *Newhaven* seeing use as the auxiliary patrol vessel *Skorpion* and later as a depot ship. *Rouen* was used as the auxiliary cruiser *Natter* before becoming the experimental ship *Wullenwever.* Although both were sent from Kiel to Dieppe in October 1945, they never returned to ferry service and were broken up in Ghent and Dieppe respectively.

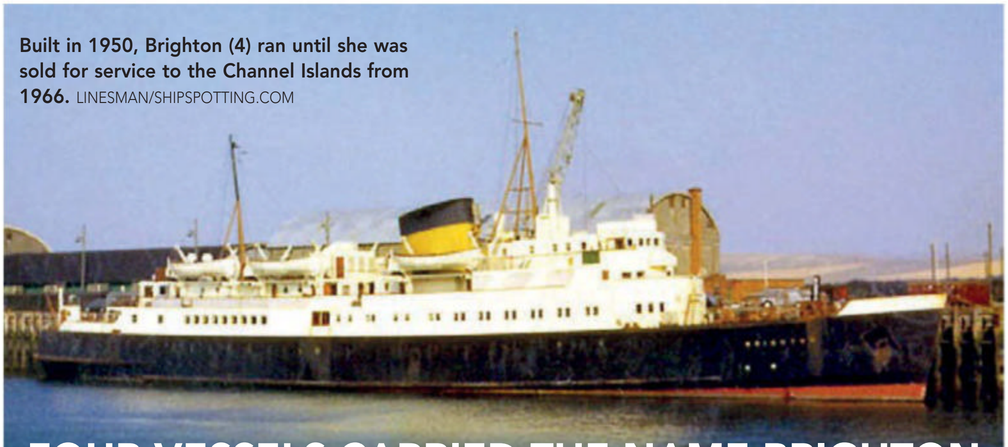
SOUTHERN RAILWAY

Following grouping in 1923, the Southern Railway was the British operator to and from Dieppe, working opposite SNCF of France. The first ships built for them were *Worthing* and a new *Brighton,* delivered by Dennys in 1928 and 1933. *Worthing* averaged 24.14 knots on a trial trip to Dieppe carrying 1,040 passengers in three classes, offering high standard accommodation.

After being called up as a World War II hospital ship, *Brighton* returned to her peacetime route, but was sunk at Dieppe during a German air raid on 24 May 1940. *Worthing* made five trips to Dunkirk during 1940 before serving as Fleet Air Arm target ship HMS *Brigadier.* She was later converted into an infantry landing ship, with six landing craft taking 180 troops. After returning to the Dieppe route in March 1945, she ran for ten years with a white livery on a weekly schedule linking Piraeus with Crete as the John S. Latsis-owned *Phryne*. She was idle from 1960 and broken up in 1964.

Sailings from Newhaven continued until 1939, when they were suspended following the start of World War II. Work on new jointly ordered turbine steamers *Arromanches* and *Liseux*, then under construction by Forges et Chantiers de la Méditerranée, halted, and their delivery finally took place in 1947.

Passenger sailings resumed in January 1945, four months before World War II officially ended in Europe, while two years later a fourth *Brighton*



Built in 1950, Brighton (4) ran until she was sold for service to the Channel Islands from 1966. LINESMAN/SHIPSPOTTING.COM

FOUR VESSELS CARRIED THE NAME BRIGHTON

▲ **The first Brighton, built in 1878, sank outside Dieppe Harbour in 1898.**

▲ **The screw steamer Brighton, built in 1903, was sold in 1930 to become a private yacht.**

▲ **The 1933-built turbine steamer Brighton was lost as a hospital ship near Dunkirk in 1940.**

▲ **Stena Cambria at Newhaven in 1998. Delivered by Harland & Wolff, Belfast in October 1980 as St Anselm for British Railways Board for operation by Sealink, she became Stena Cambria in 1991 and was later renamed Isla de Botofoc in 1999.** ALLAN RYSZKA-ONIONS/SHIPSPOTTING.COM

▲ **Senlac came into service on the Dieppe route in 1973, with the joint service house flag on the funnel. She was sold to SNCF in 1975 and was moved to Ventouris Lines for Greek service as Apollo Express and Express Apollon.** LINESMAN/SHIPSPOTTING.COM

was delivered by Dennys. The 2,875gt vessel was capable of 24 knots and had space for 1,450 passengers. She was used until being sold in 1966 for Jersey Line services to the Channel Islands as *Le Duchesse de Bretagne*, until going to Belgian breakers at Bruges in February 1970.

Passenger numbers on the route fell by almost a third between 1955 to 1962. Discussions about drive-on drive-off car ferry services continued, but, when a decision to go ahead was finally taken, the problem for British Railways was finding a suitable vessel.

Arromanches and *Londres* had become surplus to requirements, and the former was withdrawn after the end of the 1964 summer season and, like her sister, which had been laid up in Southampton in 1 1963, was sold for further service in Greek waters. The pair were joined in Greek waters by the 1952-built *Lisieux*. The 2,943gt single-funnel vessel sailed as *Apollon* for Nomikos Liones from Piraeus to Mykonos before figuring in the Agapitos fleet from 1977 to 1980. She was scrapped in 1982.

THE CAR FERRY ERA

British Railways announced plans for drive-on drive-off sailings to begin in 1964, and work commenced on the installation of a vehicle ramp at Newhaven's former lay-by berth. The 3,473gt French car ferry *Compiegne* visited the port to turn 180 degrees for a trial stern-first approach, a routine that has since been followed by many ferries.

Chosen for the route was the 3,710gt *Falaise*. Delivered in 1947, she was originally a conventional passenger steamer taking 1,527 passengers in two classes, with space for over 30 crane-loaded cars in a forward hold. After serving the Southampton-St Malo summer route until autumn 1963, *Falaise* went to the Vickers Armstrong-owned Palmers Yard at Hebburn on the Tyne for conversion into a stern-loading car ferry with a main deck taking 75 vehicles. She had an internal ramp connection to a further area offering 25 spaces.

With accommodation for 700 passengers, she made an inaugural crossing from Newhaven for invited guests on 31 May 1964, with 1 June marking the start of public sailings. *Falaise* appeared in the new green-hulled Sealink livery but with the joint service flag retained on the funnel.

During 1965 SNCF's 2,286gt newbuildings *Villandry*, from the Dubigeon-Normandie yard in Nantes, and near-sister *Valencay*, built by Chantiers de l'Atlantique in St Nazaire, began using a new ramp at the Quai Henri IV in Dieppe. With accommodation for 1,380 passengers and 180 cars, they were soon taking most of the principal sailings.

Sealink UK replaced *Falaise* with newbuilding *Senlac* in 1973, *Falaise* switching for a short time to the Weymouth-Channel Islands run until she was sold for breaking at Bilbao, Spain in December 1974.

Powered by twin 16-cylinder Pielstick diesel engines, the 5,590gt *Senlac* was the route's biggest vessel yet, carrying 1,400 passengers, with cabin

▲ **The 1975-built Sardinia Vera first sailed in Canada as Marine Atlantica and was on the Newhaven-Dieppe run from April 2001 until a move to Corsica Ferries for Mediterranean service in 2006.** DET/SHIPSPOTTING.COM

Côte d'Albâtre berthed at Newhaven with her bow doors open. ANDREW COOKE

ROUTE'S BRIEF HIGH-SPEED INTERLUDE

With P&O-Stena wanting to concentrate on car ferry operations from Dover, Hoverspeed filled the gap at Newhaven with a high-speed passenger and car service, started in 1999, using the 4,622gt SuperSeacat Two, a 38-knot MDV1200 monohull craft that was the second of a trio delivered to Hoverspeed by Italian builders Fincantieri.

Taking 724 passengers and 165 cars, she was fast enough to complete two return trips a day, but lasted only until 2004 and is now in service for Hellenic Seaways of Greece under the name of Hellenic Highspeed. The remaining vessels, SuperSeacats One, Three and Four, were also sold by Sealink for service with Greek owners.

superseacat

▲ A high speed Newhaven-Dieppe service was started in 1999 by monohll fast craft Super Seacat Two.

berths for 118 and space for 256 cars. She remained under the British flag only until the end of January 1985, but stayed on the route after being purchased by SNCF.

Next came a charter to B&I Line in 1987, before she was sold to Greek operator Ventouris Lines in November 1987. She was renamed *Apollo Express* and later *Express Apollon.* Ownership then changed several times from 2006, until she was scrapped at Aliaga, Turkey in October 2010.

P&O-Stena Line took over as British partners on the route using former Dover-Calais stalwart *St Anselm* (1980/12,750gt), by then named *Stena Cambria*, but she ran only for the summers of 1997 and 1998 before being sold to Umafisa of Spain for Ibiza-Barcelona service as *Isla de Botafoc*. Balearia then became her final owners in 2003 until she went to Indian breakers in March 2010.

The French came back into business from Dieppe, with public bodies, including the General Council of Seine-Maritime, joining forces to create Transmanche Ferries. Sailings from 2001 to 2006 were in the hands of the 12,107gt *Sardinia Vera*, which was brought in on charter from Sardinia Ferries. She was joined in 2002 by a 17,790gt ro-pax vessel built in Sweden as *Sagaland* in 1981, which debuted as *Dieppe* in February 2002 and ran until being sold to Polferries in November 2006, for whom she remains in Baltic service as *Baltavia*.

The former *Sardinia Vera* is also still going strong. She was one of a four-ship series built at Rickmers Werft, Bremerhaven for Stena Line. On completion, she was immediately chartered to Canada as *Marine Atlantica* and sailed between North Sydney and Port aux Basques until moved to the Mediterranean in 1987.

Her original yellow hull colour was retained during her time running to Newhaven for Transmanche, although a large circle containing the letter 'T' was also carried on either side in the centre of the hull. Since returning to the Corsica Ferries fleet in 2006, she has sailed between Italy and France.

A major decision to build two new Transmanche ferries was taken in the early 21st century and the order went to the Barreras Yard at Vigo in Spain for 18,425gt sisters *Côte d'Albâtre* and *Seven Sisters.* Their length of 142.45m is the largest that could safely use Newhaven.

While the bright yellow Transmanche Ferries hull colour was retained for the vessels when they were introduced in 2006, they were operated by LD Lines until DFDS Seaways took over from 2013. This arrangement has continued to today.

There will be major expenditure in 2023 on the vessels, including new hull coatings and while Duty Free shops will be increased in size. Improvements for truck drivers will see a new lounge and the addition of 40 bed pods. SM

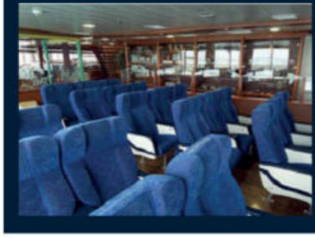
TRANSMANCHEFERRIES.com

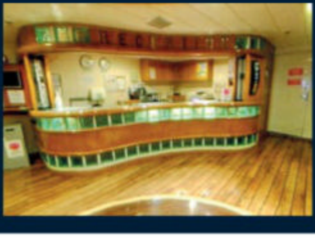
ON BOARD THE CURRENT DIEPPE SISTERS

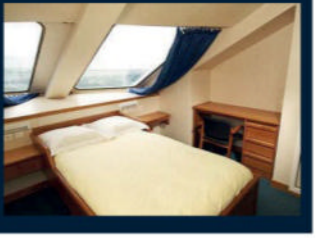
Côte d'Albâtre and Seven Sisters, with luxurious modern interiors, are powered by twin eight-cylinder Wärtsilä diesel engines, giving a speed of 22 knots. They carry 600 passengers, with cabins offering a total of 196 berths, while 1,270 lane metres of vehicle space can handle up to 224 cars.

During the winter they undertake daily sailings each way, leaving Newhaven at 0915 and 2215, with Dieppe departures at 0530 and 1700. For the summer of 2023, from May through to September, the usual three trips a day are planned.

Passenger areas aboard the Dieppe-Newhaven twins are identical, with these views of Seven Sisters showing bar and restaurant layouts, a reclining seat lounge and a double-bed outside cabin, which also feature aboard sister vessel Côte d'Albâtre.







ABANDONED

THE STORY OF LINER-CUM-CRUISE SHIP MEDITERRANEAN SKY

Lying half-sunk and keeled over at the North Western end of the Gulf of Elefsina are the rusting remains of the Greek ferry Mediterranean Sky, once the passenger cargo liner City of York and part of the once-mighty Ellerman & Bucknall fleet. Henry Brayshaw traces the history of this once famous ship, which dates from the 1950s.

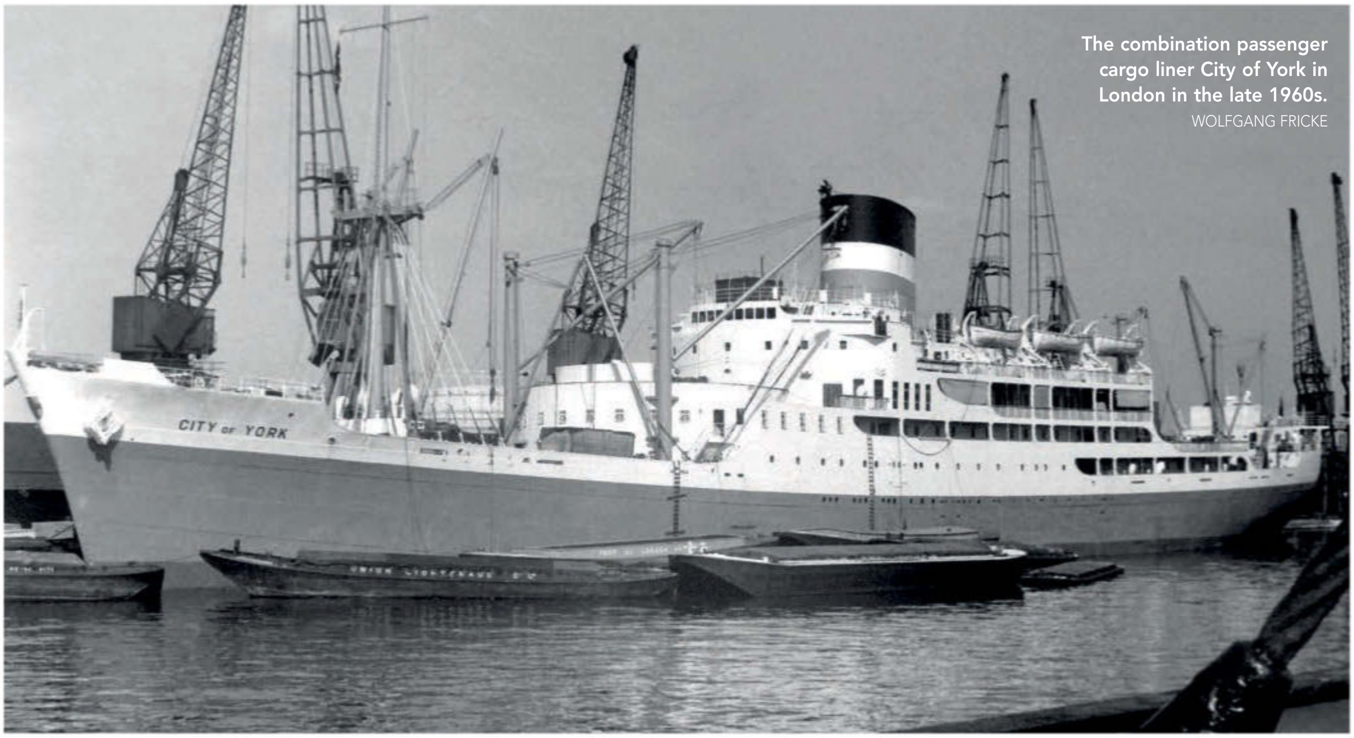
The Gulf of Elefsina is a large protected deepwater basin west of Athens and has been used for the past 70 years as a major lay-up site for old ships from all over the world. Here *Mediterranean Sky* lies rusting, abandoned and half sunk, leaving no hint as to her unusual past and historic origins.

Mediterranean Sky was launched in March 1953 as *City of York* by Vickers Armstrongs at their Newcastle High Walker yard. She had been commissioned by Ellerman Lines as one of four combination passenger/cargo liners for the South African run; the other ships in the class were *City of Port Elizabeth*, *City of Exeter* and *City of Durban*.

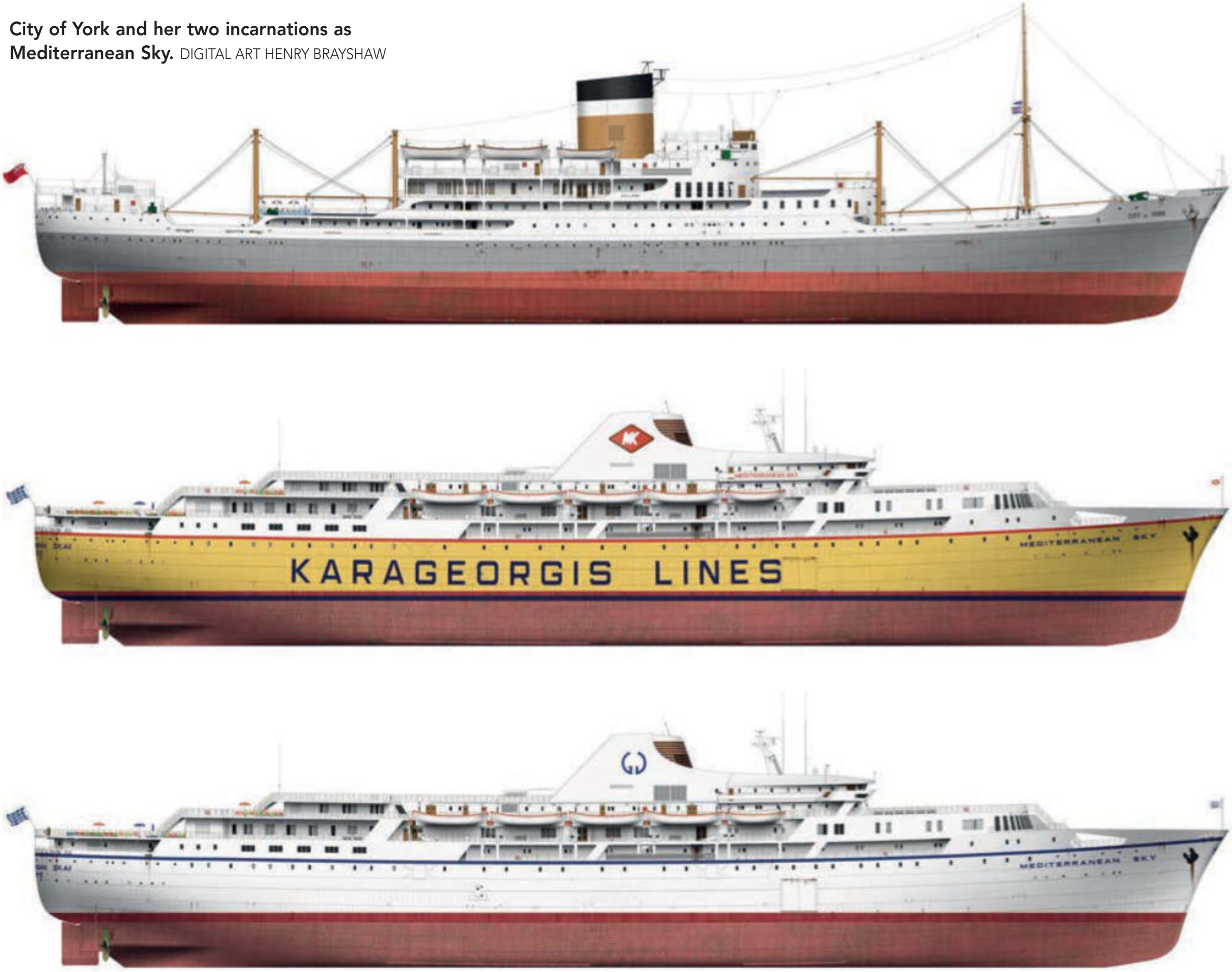
At 541ft in length, the quartet were some of the largest and most luxurious combi-liners in the Ellerman fleet, boasting facilities not seen on other similar ships of the era, such as swimming pools, children's play rooms (with their own deck space), and en suite cabins on A deck, as well as a smoke room, restaurant and a Verandah Cafe. Each of the sisters had a capacity of 107 first class passengers in cabins located on A and B decks.

City of York had five cargo holds, three forward and two aft, with the accommodation amidships, and approximately 607,000ft^3 of cargo space. Power came from twin Doxford marine diesel engines producing 12,650bhp, driving twin four-bladed screws to give a speed of 17 knots, which enabled the ships to complete their intended route in about 16 days.

The four ships sailed a route from London to Las Palmas, Cape Town, Port Elizabeth, East London, Durban, Lourenço Marques (now Maputo) and Beira service for 18 years. On the return voyage they also called at several ports in the UK, Germany, Belgium and the Netherlands to load additional cargos, and occasionally offered mini-cruises. In 1967 all four vessels were refitted,


The combination passenger cargo liner City of York in London in the late 1960s.
WOLFGANG FRICKE

City of York and her two incarnations as Mediterranean Sky. DIGITAL ART HENRY BRAYSHAW



which involved their passenger accommodation being updated and renewed.

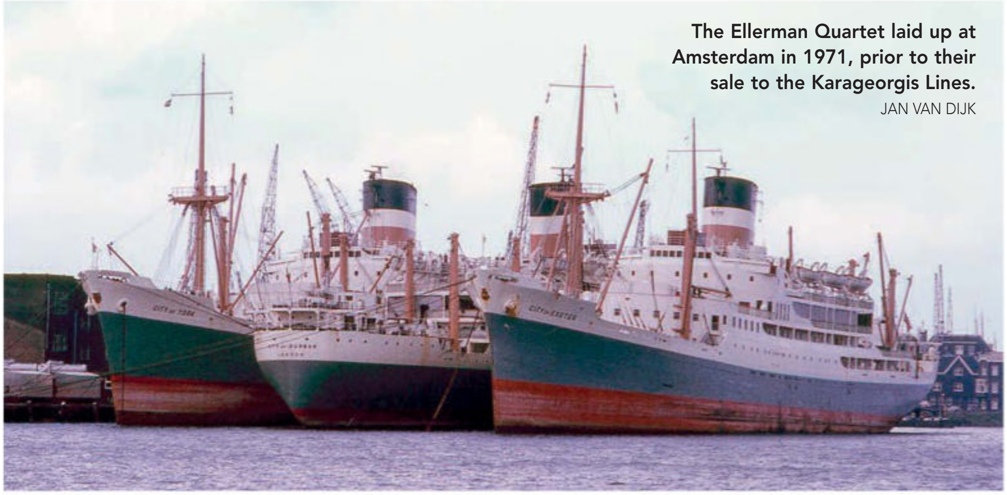
SALE TO GREECE

In the late 1960s and early 1970s, as air travel began to overshadow the maritime passenger trade, the Ellerman Lines put many of their passenger ships up for sale, including the four sisters. They were acquired by Michail A. Karageorgis, a Greek ship owner with a large fleet of cargo vessels who had recently begun to dabble in the passenger trade headed by his son Aristomenis.

In the post-war years and prior to the oil crisis, Greece experienced a shipping boom, with companies springing up almost yearly and buying up older second-hand tonnage from around the world, converting the ships into ferries or cruise ships. Many of these companies ended up dominating the cruise industry in the Mediterranean, such as the Typaldos Lines or the Chandris Group.

Karageorgis planned to rebuild all four ships into luxurious modern passenger vessels, and they left Southampton in late 1971 bound for Piraeus, where they would be converted. Supervising the rebuilds was famed yacht designer John Bannenberg, who more notably had helped design some of *QE2*'s interiors.

City of Exeter was renamed *Mediterranean Sea* and became the first ship of the quartet to be rebuilt, with *of York,* renamed *Mediterranean Sky*, following soon after. The ships were moored together at the shipyards of Perama, and had their interiors gutted and rebuilt, and their



The Ellerman Quartet laid up at Amsterdam in 1971, prior to their sale to the Karageorgis Lines. JAN VAN DIJK

CITY OF YORK/ MEDITERRANEAN SKY

NAMES City of York (1953-1971); Mediterranean Sky (1971-2003

LAUNCHED 30 March 1953

BUILDER Vickers-Amrstrongs' Newcastle Yard on the Tyne

DIMENSIONS 541ft x 71.2ft x 28.5ft

SPEED 17 knots

TONNAGE 13,345grt (as built), and 14,941grt (after rebuilding)

PROPULSION Twin-screw with two six-cylinder two-stroke Hawthorn-Leslie-Doxford 67LB6 engines of 12,850 bhp (total) at 115 rpm

CAPACITY 107 (as built), 800 (after rebuilding

superstructures extended fore and aft. Cargo spaces were converted into car decks, with a side-loading door cut out of the port sides enabling vehicles to drive on and off.

Both ships could carry about 300 cars (or 200 private cars and 60 lorries). Their passenger capacities were increased to 800 and each cabin was fitted with private facilities, with the Deluxe cabins having televisions, radios and telephones.

Mediterranean Sky had three outdoor pools located on her aft decks, whereas *Mediterranean Sea* had two, one forward of her bridge and one on her aft deck. All of their machinery was left unchanged. But the outcome of all this work meant that both vessels emerged from the shipyard almost unrecognisable from their original specification, with little remaining from their days as Ellerman Liners. Their new streamlined superstructures gave them an ultra-modern look, quite unique in Greece at the time.

The increased tonnage and added superstructure made them somewhat unstable and top-heavy, something which plagued them for the rest of their service lives. Less than two years after her rebuilding, *Mediterranean Sea* was modified again to try and mitigate the stability issues, with her boat deck dropped one deck lower, while some of her upper works were removed.

The two remaining ships of the quartet, *City of Durban* and *City of Port Elizabeth*, were to be rebuilt into luxury cruise ships. However, rising costs and the oil crisis resulted in both vessels remaining idle, and plans to rebuild them fell through, and *City of Durban*, renamed *Mediterranean Dolphin*, was scrapped at Kaohsiung, Taiwan in 1974.

City of Port Elizabeth, renamed *Mediterranean Island* and later *Mediterranean Sun*, was used as a donor ship, occasionally providing engine spares and other equipment to the active *Mediterranean Sea* and *Mediterranean Sky*. She was initially moored at Kalamata for a few years and then back to Piraeus. She was scrapped at Kaohsiung in 1980.

▲ City of York was radically altered when she became Mediterranean Sky, with only her hull and machinery remaining from her origins

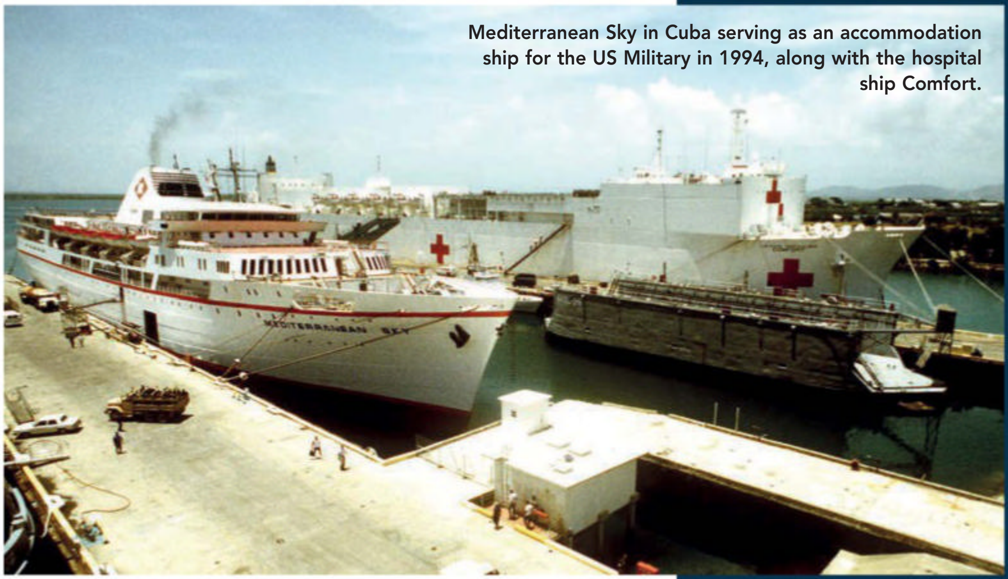
GREEK FERRY WORK

Both *Mediterranean Sky* and her sister were placed on the Ancona to Patras route, but also undertook occasional cruises around the Aegean. Over time the ships developed quite a following, becoming well-known ferries in Greece, especially in Patras, where they would call regularly, with their unique futuristic appearance and striking yellow hulls making them stand out among the thousands of vessels plying the Greek waters.

As with many older ships, however, operating costs were high, and as the 1970s drew to a close, Greece was heading for a shipping recession. Shipping companies were going under, leaving thousands of laid-up and inactive ships lining the coasts around the ports and bays of Greece. By the mid-1980s both *Mediterranean Sky* and *Mediterranean Sea* were laid up at Elefsina, among many other classic passenger vessels.

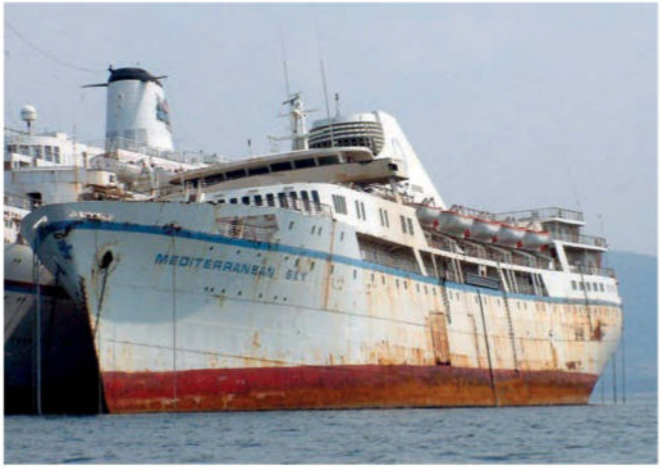
This was not the end for the two ferries, however, and they enjoyed brief periods of activity over the next few years. *Mediterranean Sea* was chartered to Westminster Hotels and used as an accommodation ship in Luanda, Angola. When the political situation of Angola destabilised in the early 1990s, she was sent back to Greece.

Mediterranean Sky was chartered to various organisations in the late



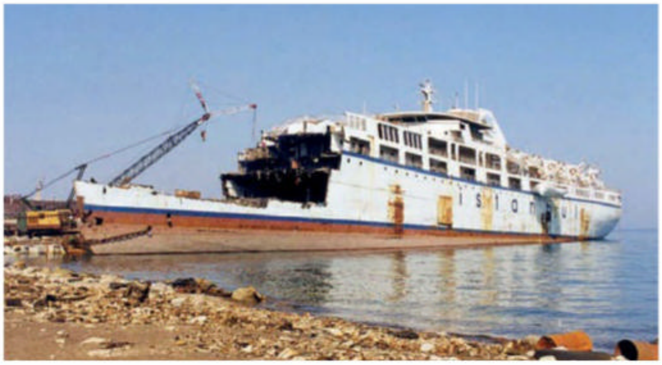
Mediterranean Sky in Cuba serving as an accommodation ship for the US Military in 1994, along with the hospital ship Comfort.

KARAGEORGIS LINES



▲ Laid up and forgotten, Mediterranean Sky slowly rusts away at anchor in the Gulf of Elefsina in late 2002.

▼ Mediterranean Sea, formerly City of Exeter, went to the breakers at Aliaga in 1998. PHOTO COURTESY SELIM SAN



1980s and early 1990s, most notably the British and US Military. She was used as an accommodation ship during the troubles in Somalia and, when the US eventually pulled out of the country in 1993, helped ferry US troops from Mogadishu to Mombasa, the first leg of their journey back to the States. Later, in 1994, she was sent to Guantanamo Bay and housed US troops during the Haitian migrant crisis.

By early 1995 she had returned to Greece and was laid up alongside her sister at Elefsina, with both of their futures uncertain. That same year Karageorgis, the man who had given the ships a new lease of life, passed away at the age of 96. It was also the end for the Karageorgis Lines, as they ceased operating, and both vessels were put up for sale.

Mediterranean Sea was sold to Istanbul Sea Lines SA and renamed *Tutku*. However, it appears that she never actually sailed under this name, remaining laid up at Chalkida before being scrapped at Aliaga in 1998.

Mediterranean Sky was bought by Golden Cruisers and made a couple of trips to Italy, but this ultimately came to nothing. In 1996 she was arrested at Patras for unpaid port fees and remained there until 1999, when she was towed back to Elefsina and laid up in a cluster alongside *Regent Star* (ex-*Statendam*) and Chandris Lines' cruise ship *Amerikanis* (formerly Union Castle's *Kenya Castle*). Ironically, Union-Castle Line had been one of the Ellerman Lines' main competitors back in the mid 20th century.

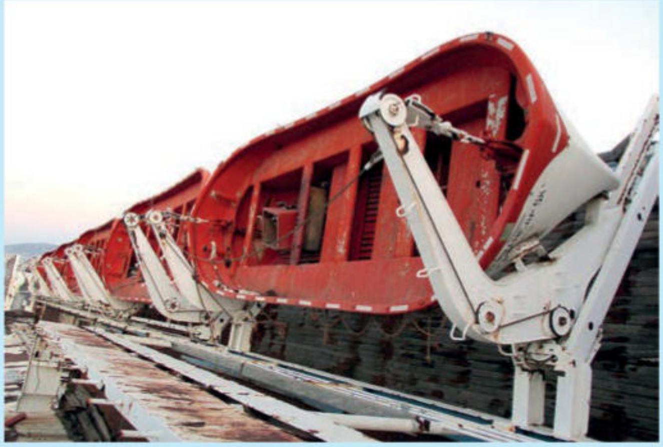
Effectively abandoned at her moorings, the ship developed a leak in autumn 2002 and gradually listed to starboard. This list increased over the following months and the derelict hull was in danger of sinking. The hulk was towed to the nearby shipyards at the north-western end of the gulf with the intention that it would be beached.

However, the vessel capsized onto her starboard

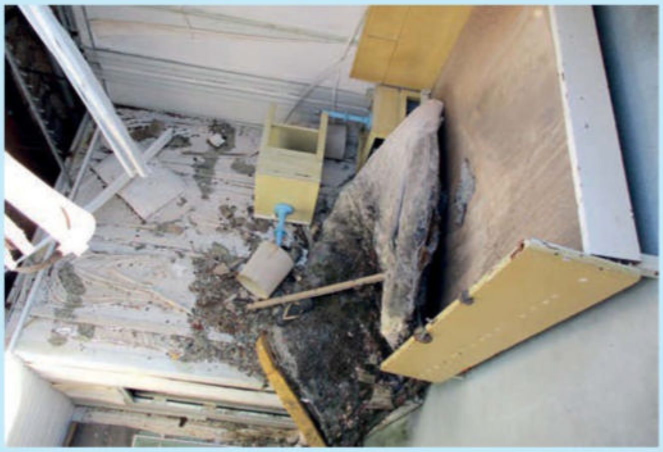
MEDITERRANEAN SKY

▲ Mediterranean Sky during her renovation in Perama in 1986.

▶ The large dark blue letters of Karageorgis Lines still visible on the ship's hull despite the years of neglect in the Gulf of Elefsina.



▲ Lifeboats still 'hang' from their davits on the ship's side.



▲ The remains of one of the spacious Special De Luxe cabins.

side and settled in about 10m of water, less than 100 yards from the shore. The wreck was considered a total loss and abandoned to the elements. Nearly 20 years later, the graffiti-covered and rust-stained hulk remains there, slowly rotting away under the hot Greek sun.

THE WRECK TODAY

The wreck lies completely heeled over on its starboard side, at an angle of about 85 degrees. Most of what remains of the ship is in somewhat decent shape, owing to the calm and protected waters of the bay. Almost immediately after the ship sank, the interiors were ransacked, although the extreme angle made it difficult for looters to reach many of the spaces.

Amazingly, even 20 years later and with the vessel in such a poor state, lifeboats still hang from their davits, some cabins still have mattresses and bedding in place, carpets still adorn the floors, cabin keys are still hung up, and life jackets are still stashed in lockers. Even though most of the ship was completely rebuilt, certain details from her days as *City of York* remain. Her riveted hull and prominent sheer shows her age as a classic, in stark contrast to her futuristic-looking superstructure added later.

It is still uncertain what will happen to the wreck. Although there have been numerous plans to remove many of the derelict ships that litter the area, little has been done, mostly due to the high cost of removal. It seems that for the foreseeable future she will remain where she is, a relic from a previous era, one of the only remaining ships from the once-mighty Ellerman fleet, and one of the last remaining examples of the famous Greek rebuilds of the time.

▲ Looking directly up into a De Luxe two-berth outside cabin.

▲ A corridor, keeled over, with cabins above and below.

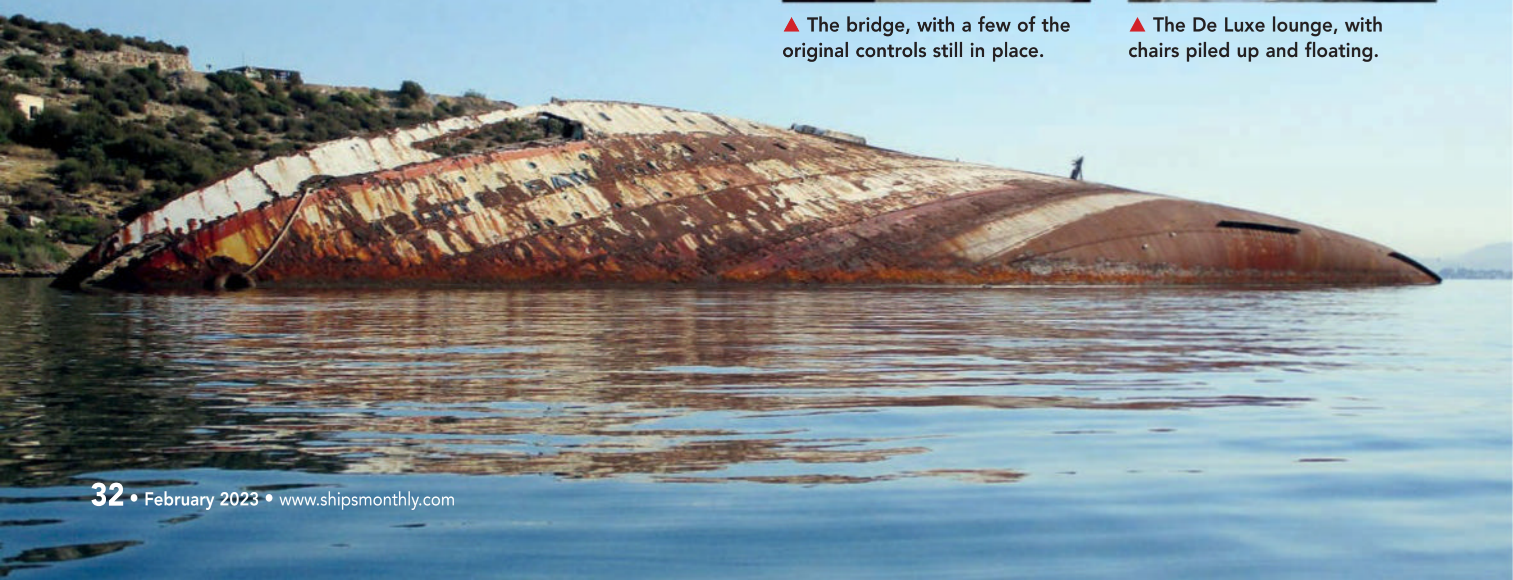
▲ Debris on the promenade deck.

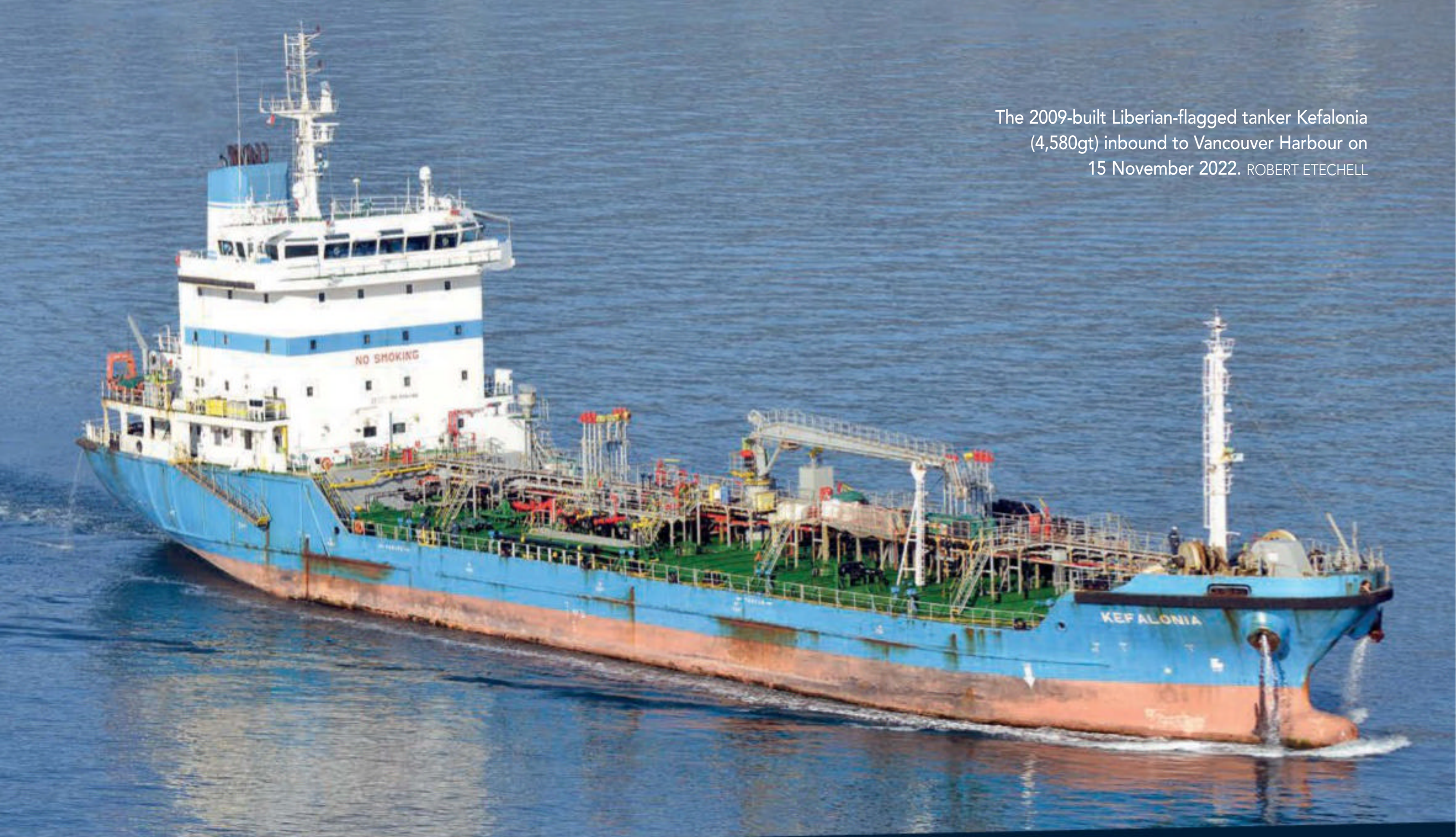
▲ Cabin keys are still hanging up.

▲ The bridge, with a few of the original controls still in place.

▲ The De Luxe lounge, with chairs piled up and floating.

▼ The wreck of Mediterranean Sky is gradually deteriorating.

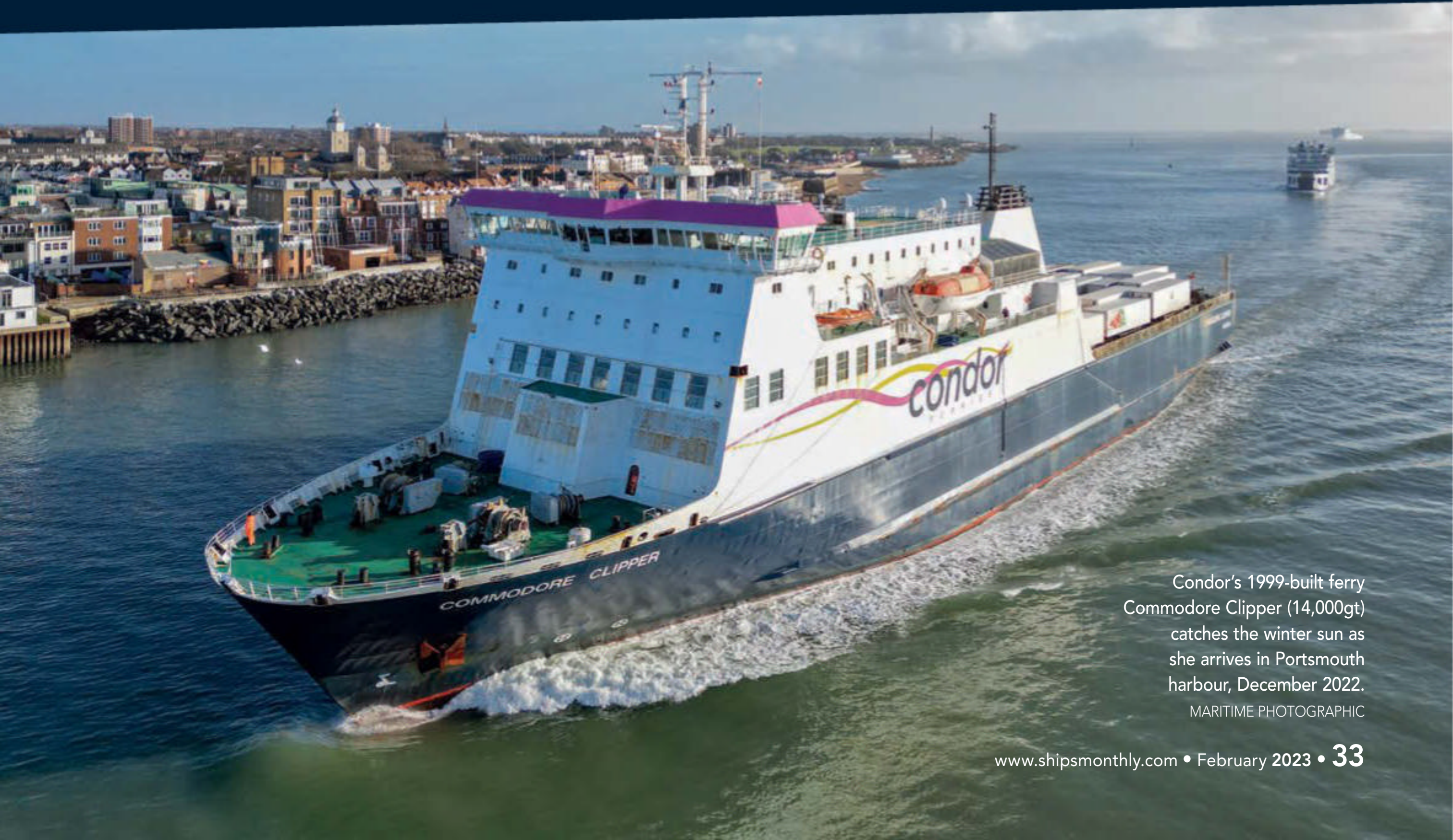




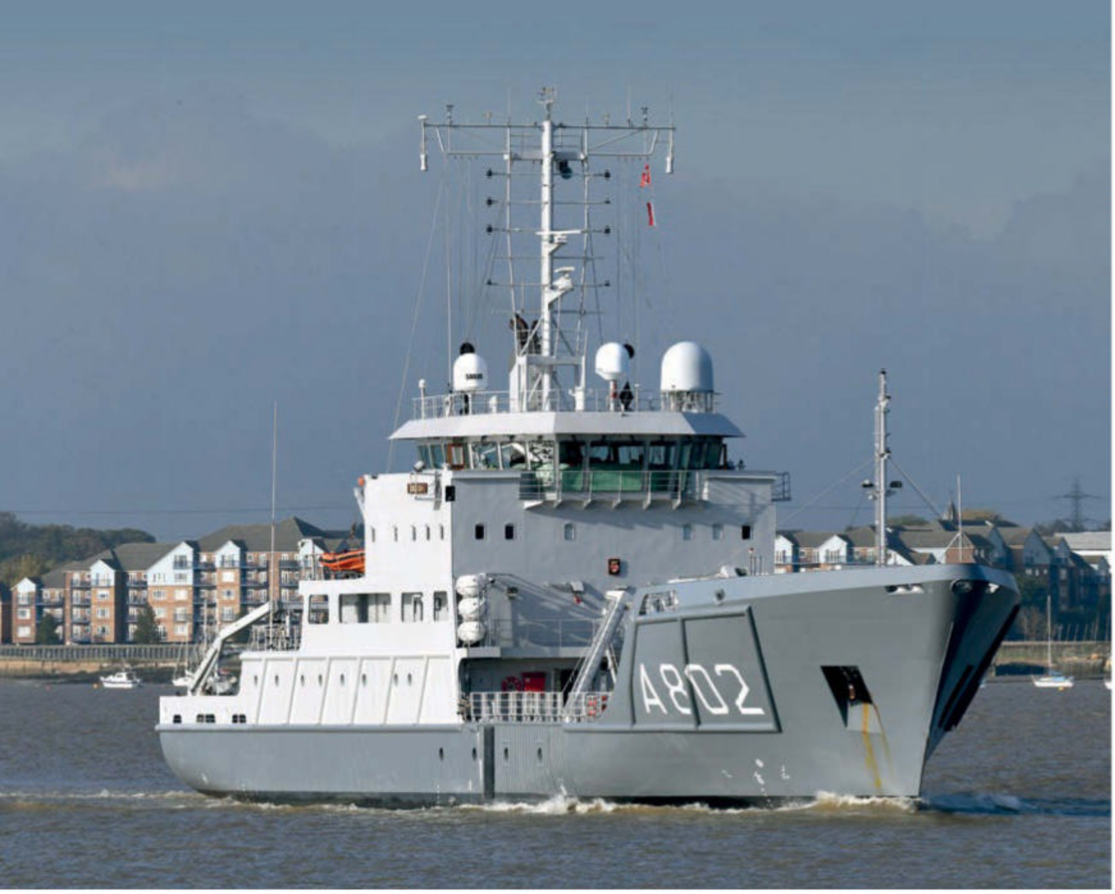
The 2009-built Liberian-flagged tanker Kefalonia (4,580gt) inbound to Vancouver Harbour on 15 November 2022. ROBERT ETECHELL

PICTORIAL

Have you an outstanding photo that would grace our gallery? Send your image to Ships Monthly for inclusion in these pages, which showcase the best in ship photography around the world.

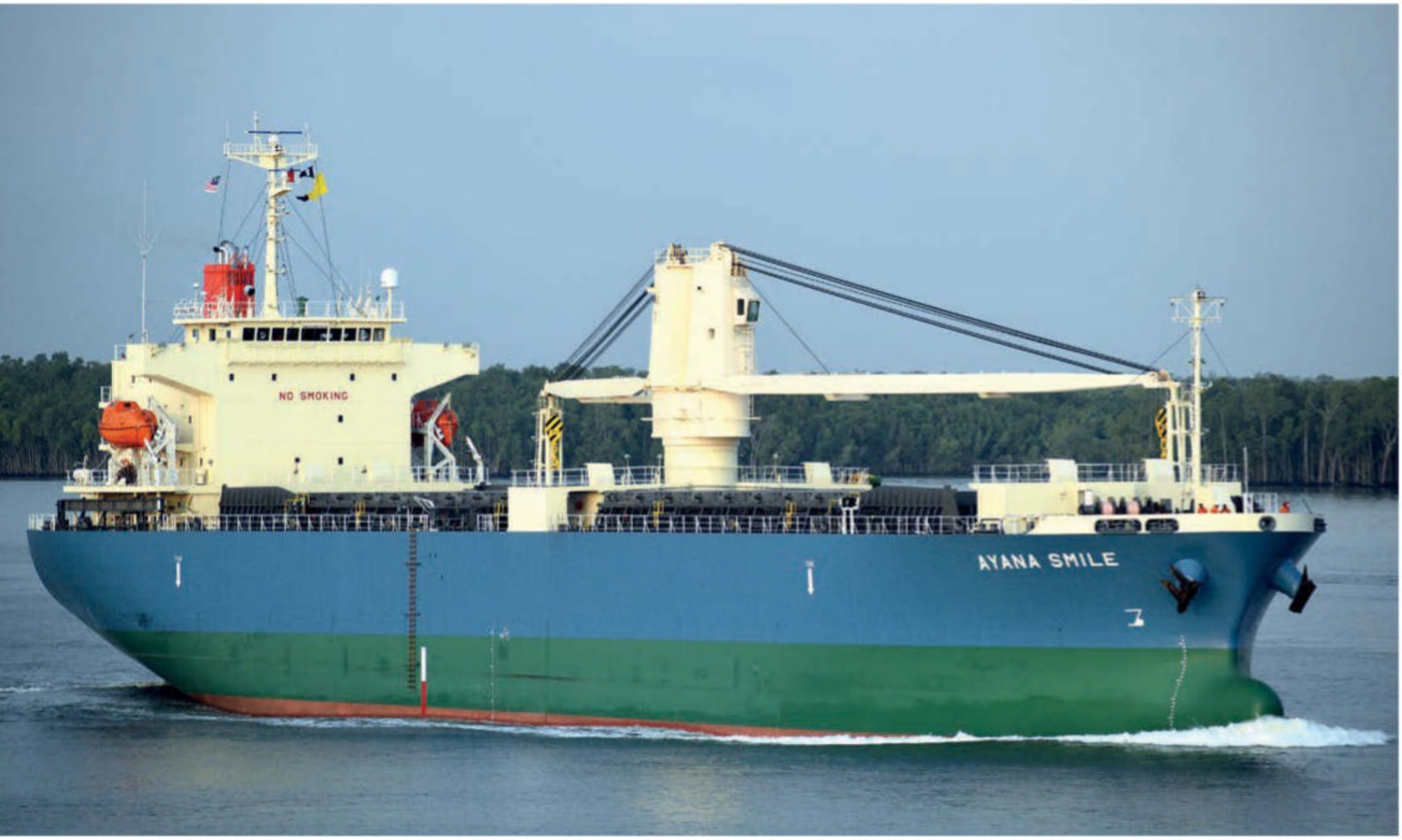


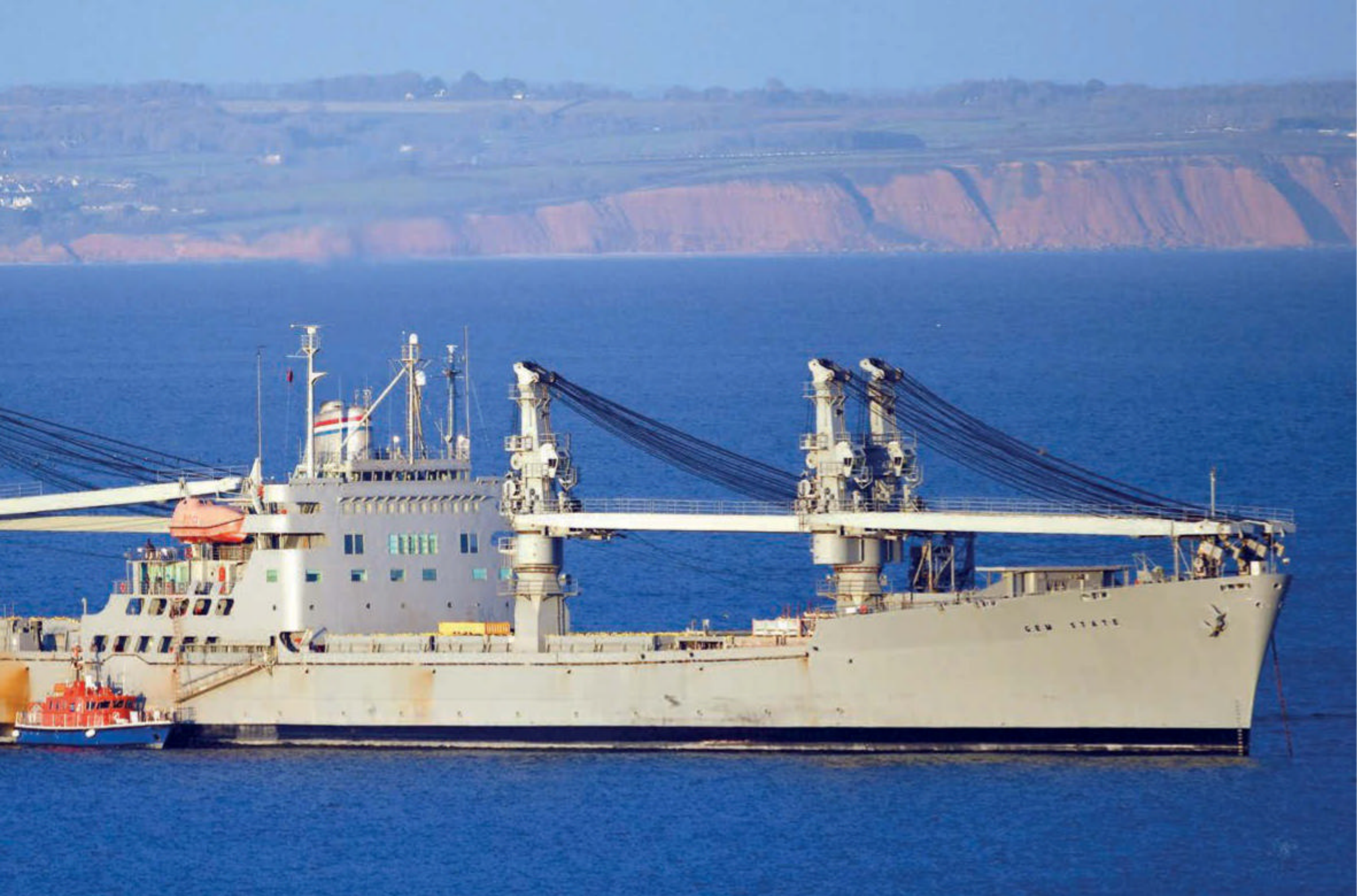
Condor's 1999-built ferry Commodore Clipper (14,000gt) catches the winter sun as she arrives in Portsmouth harbour, December 2022. MARITIME PHOTOGRAPHIC



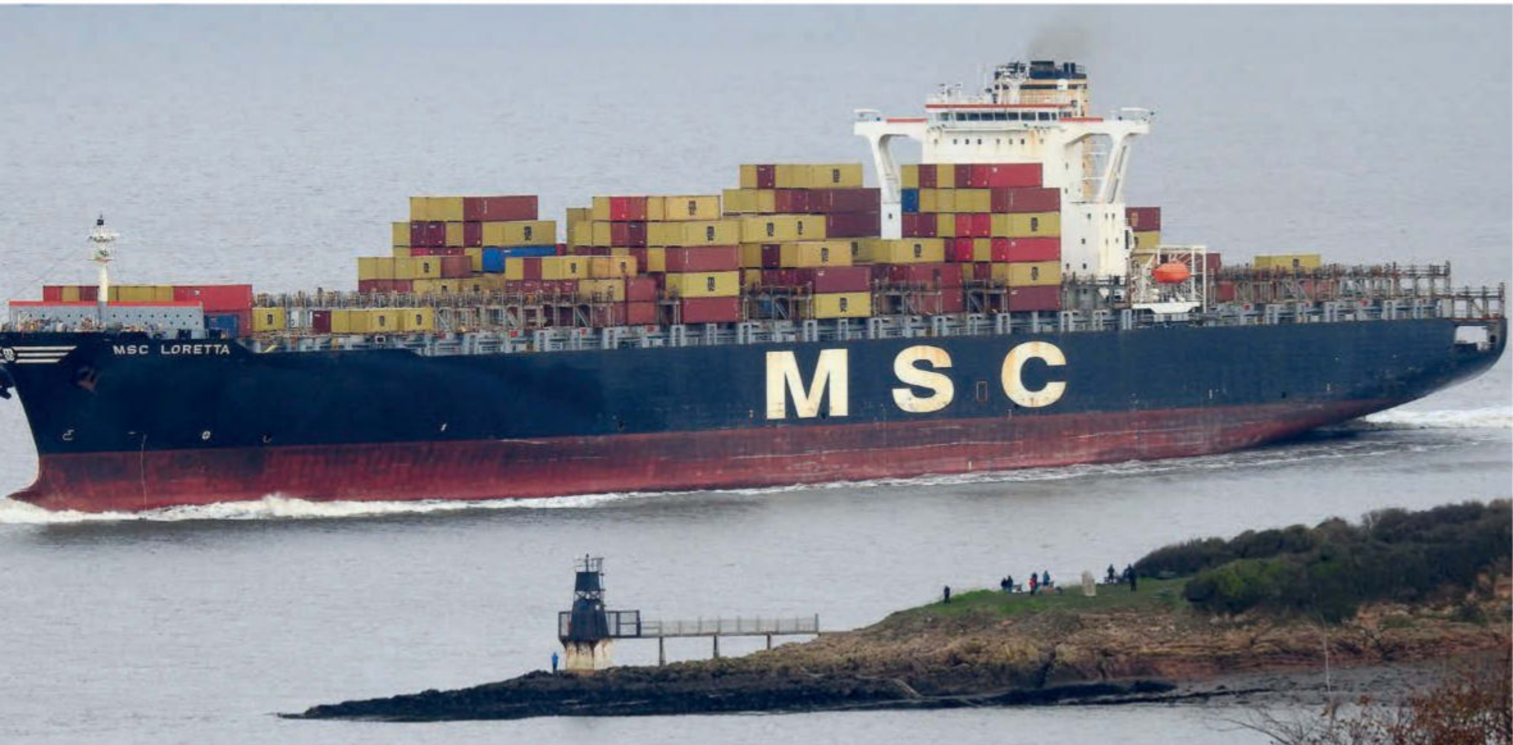
▲ The Hydrographic survey ship HNLMS Snellius, operated by the Royal Netherlands Navy, on the Thames heading downriver in October 2022 after a weekend visit to the Upper Pool of London as guest of HMS Belfast. She is named in honour of Willebrord Snellius, a Dutch astronomer and mathematician. FRASER GRAY

▼ The Handy-sized general cargo ship Ayana Smile (17,500dwt), registered in the Philippines, entering Port Klang, Malaysia on 24 November 2022. Launched in 2022, she has been trading in south-east Asia. DAVID SMITH





On 17 December 2022 the crane ship SS Gem State (1966/17,729dwt) anchored in Tor Bay. Built for American President Line as the cargo liner President Monroe, she is now in the US Military Sealift Command Ready Reserve fleet based in California. The ship was named after the state of Idaho, which is also known as the Gem State. DAVID FLETCHER



The 304m-long 6,730TEU MSC Loretta (2002) passing Battery Point, Portishead outbound for Antwerp, 17 December 2022. When she docked at Royal Portbury Dock, Bristol two days earlier, she became the largest ship to call at the port, having arrived after visiting four Turkish and two Spanish ports, as well as making a call in Portugal, before going to Liverpool and on to Portbury. HUW GIBBY

BRITTANY FERRIES

LOOKING TOWARDS THE NEXT 50 YEARS

David Fairclough and George Holland look at the fleet of well-known French operator Brittany Ferries, which has redefined Channel crossings over the last half century.

▲ The 1992-built Barfleur enters Cherbourg Harbour after a crossing from Poole in Dorset.

The Roscoff-based ferry company Brittany Ferries celebrated its 50th anniversary in 2022. However, it was actually January 1973 when sailings between Roscoff in Brittany and Plymouth began, using the freight ferry *Kerisnel* carrying a cargo of artichokes and cauliflowers, and a new era in ferry travel began.

The company's primary aim at that time was to exploit opportunities presented by the UK's entry into the European Common Market, forerunner to the European Union, in order to export directly to markets in the UK. However, as the company marks its 50th anniversary, it is the UK's departure from the EU that is causing most issues.

Tthe milestone sees Brittany Ferries at a strange crossroads. The impact of Brexit and Covid cemented their plans to move from a traditional cross-Channel cruise ferries model to one based on the ro-pax concept, using new ships chartered from Stena RoRo to replace their fleet.

Brittany Ferries benefited from a €10 million injection from its shareholders in September 2022 to assist in paying off accumulated debts. A year earlier, French container shipping company CMA CGM made a €25 million investment, including €10 million in quasi-equity. Through this agreement, CMA CGM supports Brittany Ferries' post-Covid recovery,

▶ The 1992-built Normandie arriving at Portsmouth on 15 June 2022. DARREN HOLDAWAY

The 1989-built Bretagne is the oldest ship in Brittany Ferries' fleet, and is due to be replaced by a mini E-Flexer.
GEORGE HOLLAND

and may also influence the company's future direction.

FREIGHT PERFORMANCE

Brittany Ferries saw a 27 per cent reduction in freight carried on UK-France routes, and a 22 per cent decline on UK-Spain routes. France-Ireland and Ireland-Spain routes were exceptions to the downward trend, showing a sixfold increase, reflecting lower volumes of freight using the so-called UK land bridge in transporting goods between EU member states.

The Ireland-Spain routes saw freight volumes rise by 172 per cent to 13,644 units, with a greater number of unaccompanied or driverless loads being carried, comprising 45 per cent of the total amount of freight.

PASSENGER TRAFFIC

Long routes, such as those from the UK to Spain, have seen a significant increase in passenger numbers. Volumes rose by nine per cent, helping Brittany Ferries record a positive financial performance for the last financial year. Equally, Ireland-France connections have surged, thanks in part to an increase in the number of services linking Brittany and Normandie with Cork and Rosslare.

However, volumes of traffic on English Channel routes are a concern. Overall volumes were down by 35 per cent to 1.22 million units in the last year. There are a number of reasons for this disappointing performance, including French borders reopening only slowly post-Covid.

The post-Brexit imposition of passports for French passengers visiting the UK has dramatically impacted numbers. Brexit could bring further challenges in 2023, as a new EU entry/exit system may come into force. In addition, the effects of the global economic turbulence and recession may show. About 85 per cent of the company's passengers are British, so exchange rates also impact operations, as does volatility of fuel costs.

Brittany Ferries

WINTER 2022-23

The winter schedules from 2022-23 gave a much-reduced offering, given the drop in tourist traffic and lighter loadings of freight on the Western Channel. Fuel prices and staffing costs also played a part. The Roscoff to Plymouth route was closed from early November until late March. This allowed *Armorique* to cover the freight service from Le Havre to Portsmouth and, from January, the St Malo to Portsmouth route as well. Cruise ferry *Pont-Aven* served St Malo until January before heading to dry dock.

The Poole to Cherbourg route also closed for winter, allowing *Barfleur* time for docking and maintenance. From November, only one of the two ships serving the core Portsmouth to Ouistreham (Caen) route carried passengers, while the other ship (normally *Normandie*) operated in freight mode. Even the freight ship *Cotentin* saw service on the route.

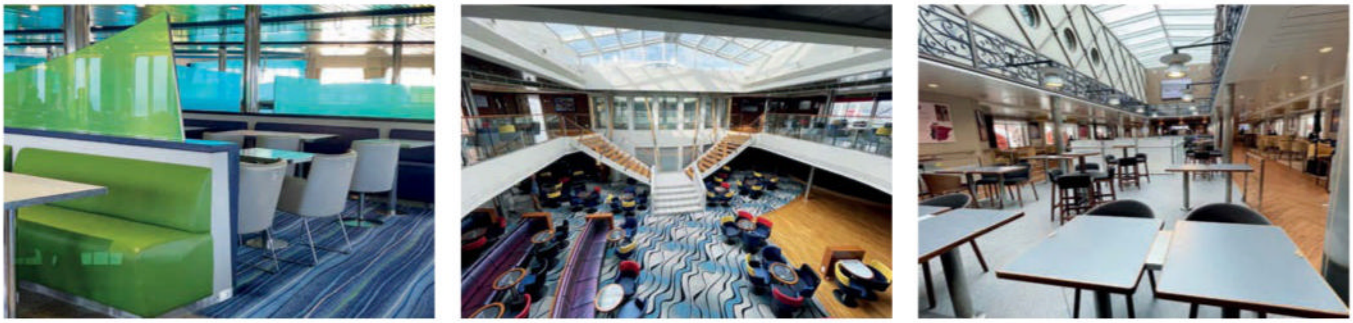
▲ The 2002-built Mont St Michel leaving the UK's south coast as she sails to France. She was completed by the Van der Giessen de Noord shipyard.

Brittany Ferries

▶ Barfleur, built for Truckline, in Poole Harbour, heading to Cherbourg. GEORGE HOLLAND

▼ The cruise ferry Pont-Aven links Plymouth with Santander and Roscoff, and also sails from France to Cork on Ireland's south coast. GEORGE HOLLAND

Brittany Ferries



▲ On board the ferries: (left) Armorique's cafeteria has colours which reflect Brittany's sea and landscapes; (centre) the two-tier bar Le Grand Pavois on Pont-Aven; (right) the Plaza Mayor cafeteria on the E-Flexer Salamanca.

The 2009-built Armorique (29,468gt) is currently on the Plymouth-Roscoff route, but has also operated out of Plymouth, Poole and Rosslare on various other service.

FREIGHT SHIPS TO FRANCE

The freight ship Cotentin serves the Le Havre to Portsmouth route, with a daily rotation leaving the UK at 2330 and Le Havre at 1500. That ship also undertakes a weekly sailing to Rosslare in Ireland, leaving the Irish port on a Saturday afternoon. Currently, there are no plans to restore this route for passengers, and freight loadings are not high. Freight services are also provided between Poole and Bilbao with twice-weekly sailings by the chartered MN Pelican (pictured).

E-FLEXERS TO SPAIN

The E-Flexer ships, developed by Stena RoRo and built in China, debuted on the Irish sea as *Stena Estrid*, *Stena Edda* and *Stena Embla*. The design of the hull reduced drag and improved fuel economy, and the ships' size means they can accommodate more people and freight while using less fuel. In a world of changing environmental legislation and market disturbance, there is logic in chartering fuel-flexible tonnage and for the company not to commit to newbuilds.

The E-Flexers chartered to Brittany Ferries are of different design to those used by Stena, having no car space on deck 7, but instead extended cabins occupy that space. Outside space on deck 10 is also furnished to reflect journeys during the summer in Biscay and Spain.

The freight drivers' restaurant on deck 8 of the Stena E-Flexer becomes the Tapas Restaurant on the Brittany Ferries version. The Sky Bar turns into Plaza Mayor, with cladding to give it a Spanish feel, but she is still a ro-pax ship, so there is no show lounge, swimming pool or à la carte restaurants. There has also been issues with the freight drivers cabins on the Brittany Ferries' ships. Unlike on the Stena ships, the cabins are not en suite, with lorry drivers having to walk to a shower and toilet block and share facilities on the 29- to 35-hour crossing.

Three chartered E-Flexers will be in service from March 2023. Dual-fuelled ships *Santoña* and *Salamanca* (both able to operate on LNG) will serve the routes from the UK to Spain, and *Galicia* will link Rosslare in Ireland to Spain. Each ship will also undertake a weekly run to Cherbourg for traffic and crew change. *Pont-Aven* will continue her

The new E-Flexer Galicia departs Portsmouth for Santander. She measures 214m by 28m, and was the third E-Flexer to be built. DARREN HOLDAWAY
Brittany Ferries
GALICIA

The Brittany Ferries logo sported by Bretagne, seen through the rocks.

weekly roster linking Plymouth with Santander twice a week, while also fitting in one sailing from Roscoff to Cork and two between Roscoff and Plymouth in high season, reduced to one at quieter times.

FRANCE

Armorique spends her summer serving Roscoff to Plymouth, with a mid-week rotation from France to Cork. While the route was the first for the company, nowadays freight traffic appears to have dropped. In late March 2023 the 'Grande Dame', the 1989-built *Bretagne*, will resume her duties on the St Malo route. She is due to be replaced in 2025 by a small version of the E-Flexer, already named *Saint-Malo*.

Services between Ouistreham and Portsmouth continue with three sailings a day offered by the 1992-built *Normandie* and the 2001-built *Mont St Michel*. The older vessel will also be replaced in the next few years by a new E-Flexer.

Barfleur returns for another season between late March and early November 2023, on the 'backdoor to France' route, sailing from the Dorset port of Poole to Cherbourg in four and a half hours. The ship carries her 1990s style well, with a loyal band of passengers, but freight appears to have dwindled on the route, with light passenger loadings out of high summer. Some speculate that the route may close when the company eventually disposes of the ship.

As can be seen from the above overview of current operations, times continually change, but Brittany Ferries has changed with them. And so, here's to another 50 years!

BRITTANY FERRIES CURRENT FLEET

SHIP	BUILT	GT	SUMMER SEASON ROUTES
ARMORIQUE	2009	29,468	Plymouth-Roscoff; Roscoff-Cork
BARFLEUR	1992	20,133	Poole-Cherbourg
BRETAGNE	1989	24.534	Portsmouth-St Malo
COTENTIN	2007	22,252	Portsmouth-Le Havre Freight Service
GALICIA	2020	41,671	Rosslare-Bilbao; Rosslare-Cherbourg
MONT ST MICHEL	2002	35,586	Portsmouth-Ouistreham
NORMANDIE	1992	27,451	Portsmouth-Ouistreham
PONT AVEN	2004	40,859	Plymouth-Santander & Roscoff; Roscoff-Cork
SANTOÑA	2023	41,671	Portsmouth-Santander; Portsmouth-Cherbourg
SALAMANCA	2022	41,671	Portsmouth-Bilbao; Portsmouth-Cherbourg
MN PELICAN*	1999	12,076	Poole-Bilbao Freight Service

The freight ship Cotentin linking Portsmouth with Le Havre. GEORGE HOLLAND

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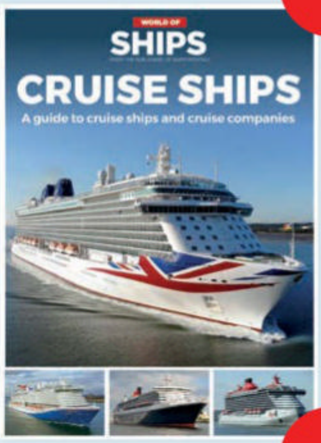
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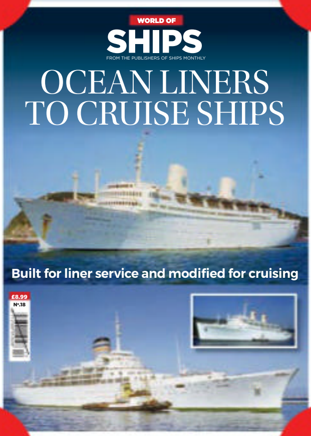
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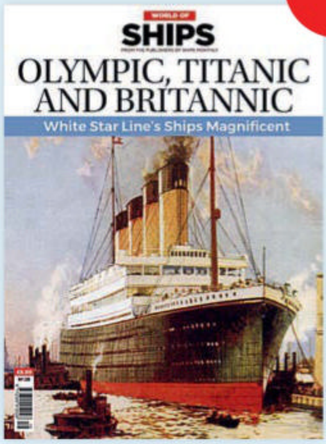
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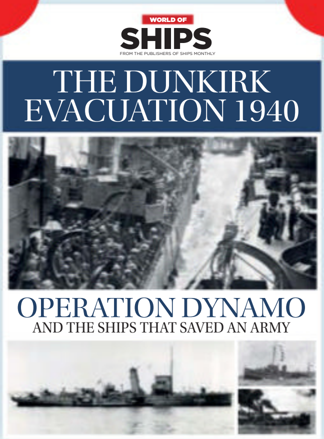
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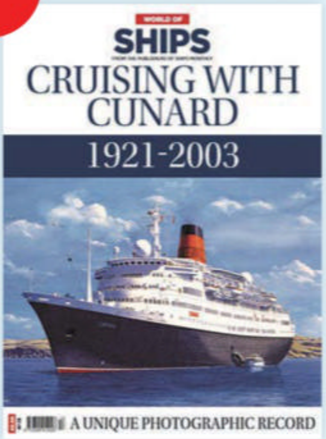
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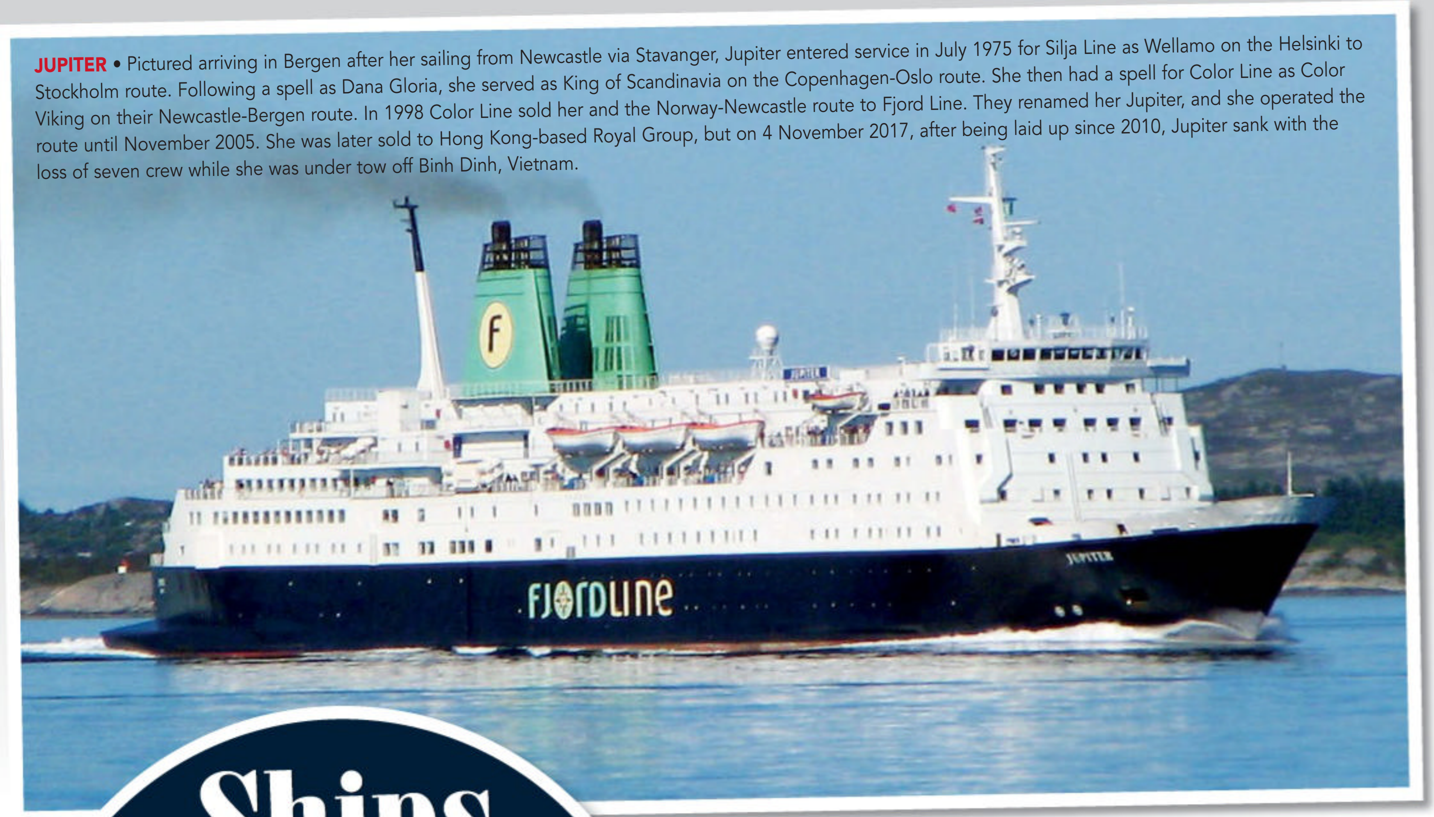


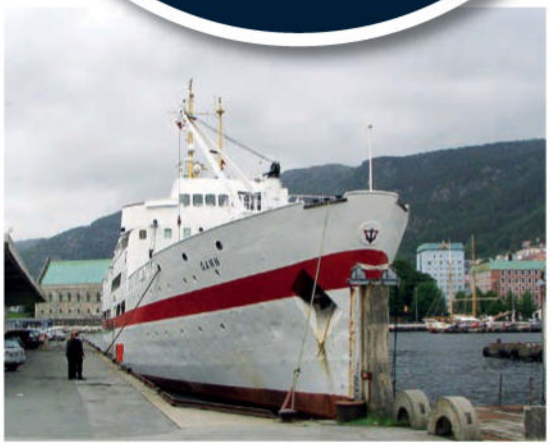
JUPITER • Pictured arriving in Bergen after her sailing from Newcastle via Stavanger, Jupiter entered service in July 1975 for Silja Line as Wellamo on the Helsinki to Stockholm route. Following a spell as Dana Gloria, she served as King of Scandinavia on the Copenhagen-Oslo route. She then had a spell for Color Line as Color Viking on their Newcastle-Bergen route. In 1998 Color Line sold her and the Norway-Newcastle route to Fjord Line. They renamed her Jupiter, and she operated the route until November 2005. She was later sold to Hong Kong-based Royal Group, but on 4 November 2017, after being laid up since 2010, Jupiter sank with the loss of seven crew while she was under tow off Binh Dinh, Vietnam.

Ships MONTHLY

MARITIME MOSAIC

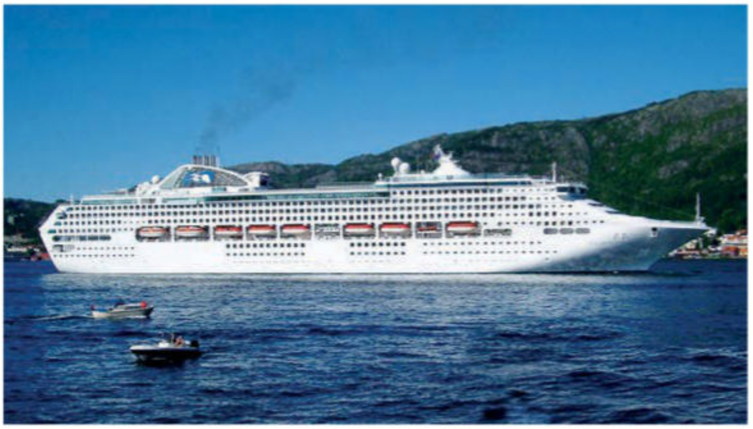
BERGEN CALLERS

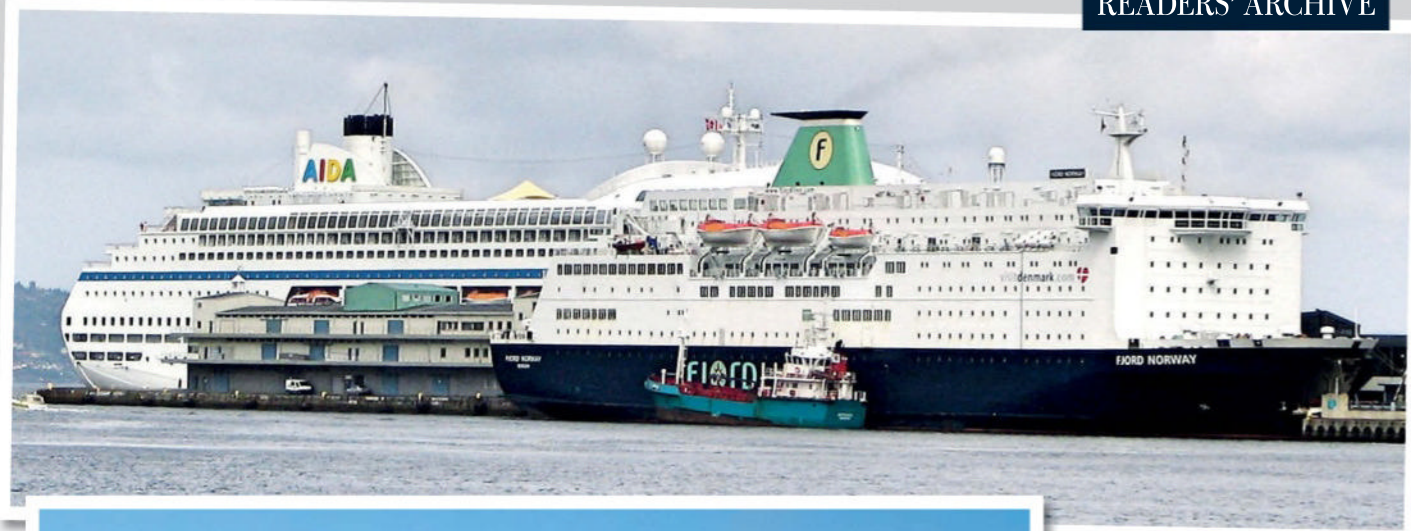
Bergen, on Norway's south-west coast, is the country's second biggest city and known as 'gateway to the fjords'. The city's picturesque location along Byfjord means Bergen is a common port of call for cruise ships setting out for the fjords. Its busy harbour is also the departure point for Hurtigruten's coastal express and many other ferries. Patrick Healy's photos from the port were taken in June 2005 and show some of the ships then visiting Norway.



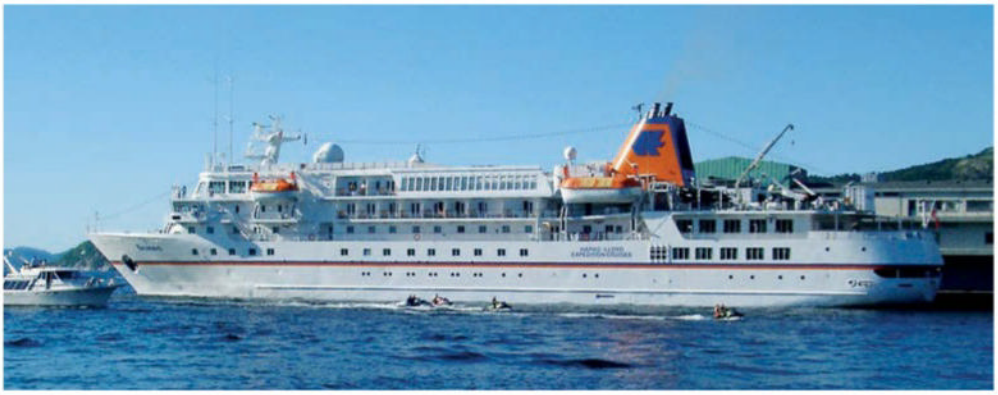
▲ **GANN** • Gann was launched in 1956 as Ragnvald Jarl for Hurtigruten's Norwegian Coastal service. After almost 30 years she was sold to Rogaland Sjøaspirantskole and used as a training ship, renamed Gann. In 2019 she operated as Sjøkurs and in 2020 was sold to Vestland Classic and reverted to her original name, Ragnvald Jarl.

▼ **SEA PRINCESS** • Delivered to Princess Cruises from Fincantieri, the cruise ship Sea Princess began operations in 1998. Late in 2002 she was transferred to P&O Cruises, who renamed her Adonia. In early 2005 she returned to Princess Cruises and reverted to the name Sea Princess. In late 2020 she was sold to Chinese interests and now operates as Charming for Forsee Cruises.



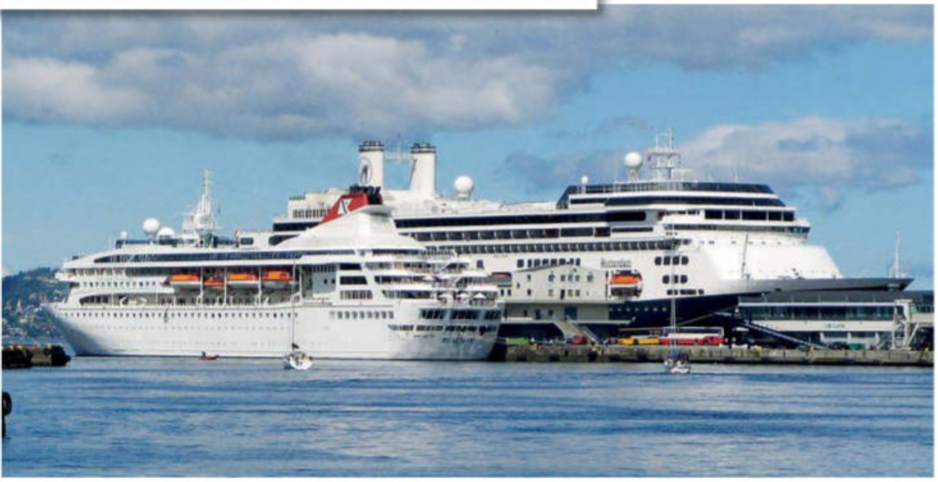


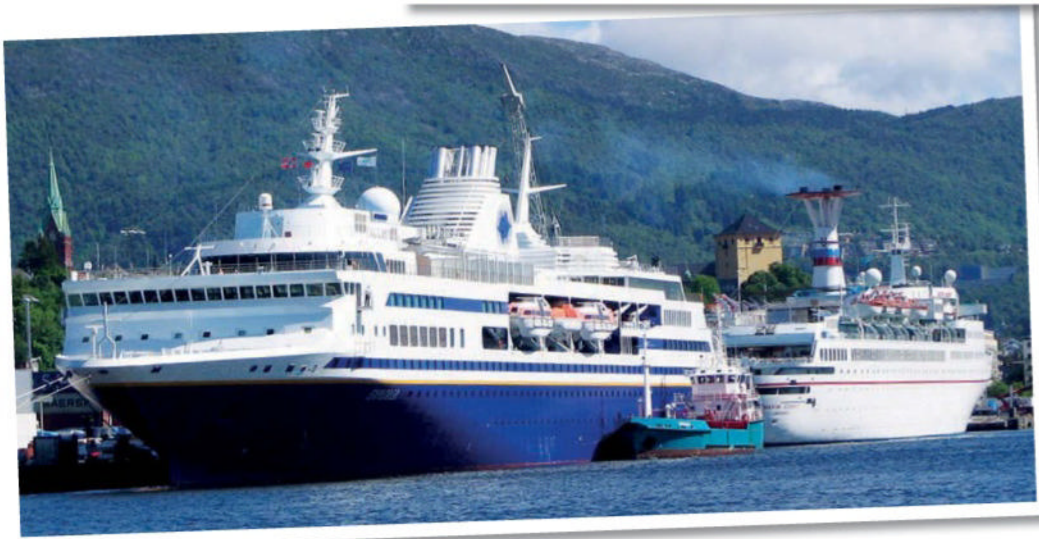
▲ **AIDABLU and FJORD NORWAY** • The 1990-built cruise ship AIDAblu has had a varied career. Originally Crown Princess, she was transferred to A'Rosa Cruises as A'Rosa Blu in 2002. In 2004 she became AIDAblu, in 2007 she was renamed Ocean Village Two, in 2009 she was transferred to P&O Cruises Australia as Pacific Jewel and in 2018 she was sold to Jalesh Cruises and renamed Karnika. In 2020 she was sold for scrapping at Alang.



▲ **BREMEN** • Bremen was built as Frontier Spirit in 1990. In 1993 she was sold to Hapag-Lloyd Cruises, who renamed her Bremen. After over 27 years service, she was sold to Scylla AG, who named her Seaventure.

▶ **ROTTERDAM and BRAEMAR** • Launched in 1997 for Holland America, Rotterdam was the sixth HAL ship to bear the name. In 2020, after 23 years service with HAL, she was sold to Fred. Olsen and renamed Borealis. Braemar was built in 1993 as Crown Dynasty, being transferred to Majesty Cruises in 1997 and renamed Crown Majesty. She was soon sold to Norwegian Cruise Line and renamed Norwegian Dynasty. In 2001 she was sold to Fred. Olsen, who renamed her Braemar.



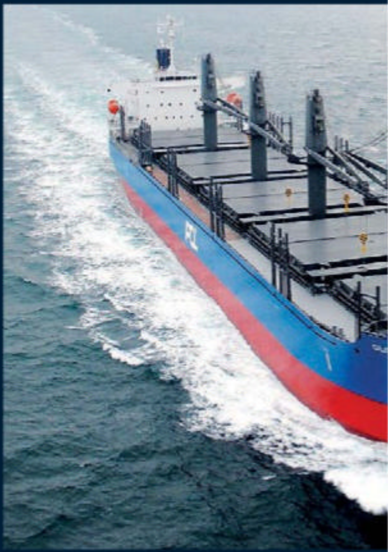


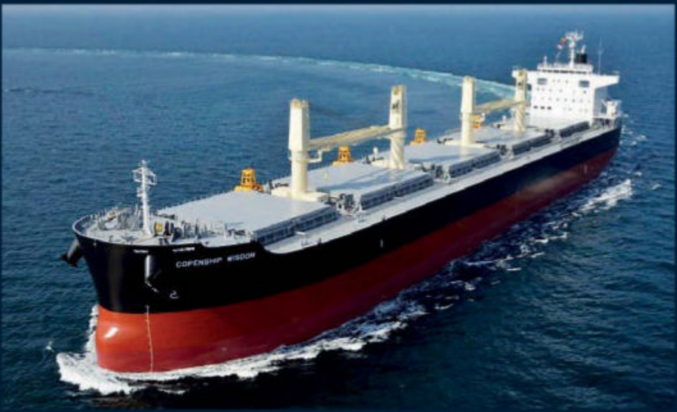
◀ **EXPLORER and MAKSIM GORKIY** • The 2001-built Explorer (ex-Olympia Explorer) was operated by Semester at Sea programme from 2004 until 2015, when was renamed Celestyal Odyssey for Celestyal Cruises. In 2016 she was sold to Diamond Cruises and became Glory Sea. Maxim Gorkiy was built in 1969 for the German Atlantic Line as Hamburg. In 1974 she was sold to the Black Sea Shipping Co and renamed Maksim Gorkiy. At the end of a long-term charter to Phoenix Reisen in August 2008, she was sold to Orient Lines, but was sold for scrapping in January 2009 and sent to Alang.

BEAUTIFUL BULKERS

The ubiquitous bulk carrier is not considered a beautiful ship by many, certainly not after the ships have seen decades of service, by when they are streaked with rust. But, when just out of the builder's yard, or with a fresh coat of paint, bulkers can be truly handsome vessels, as these photos supplied by Jim Shaw show.

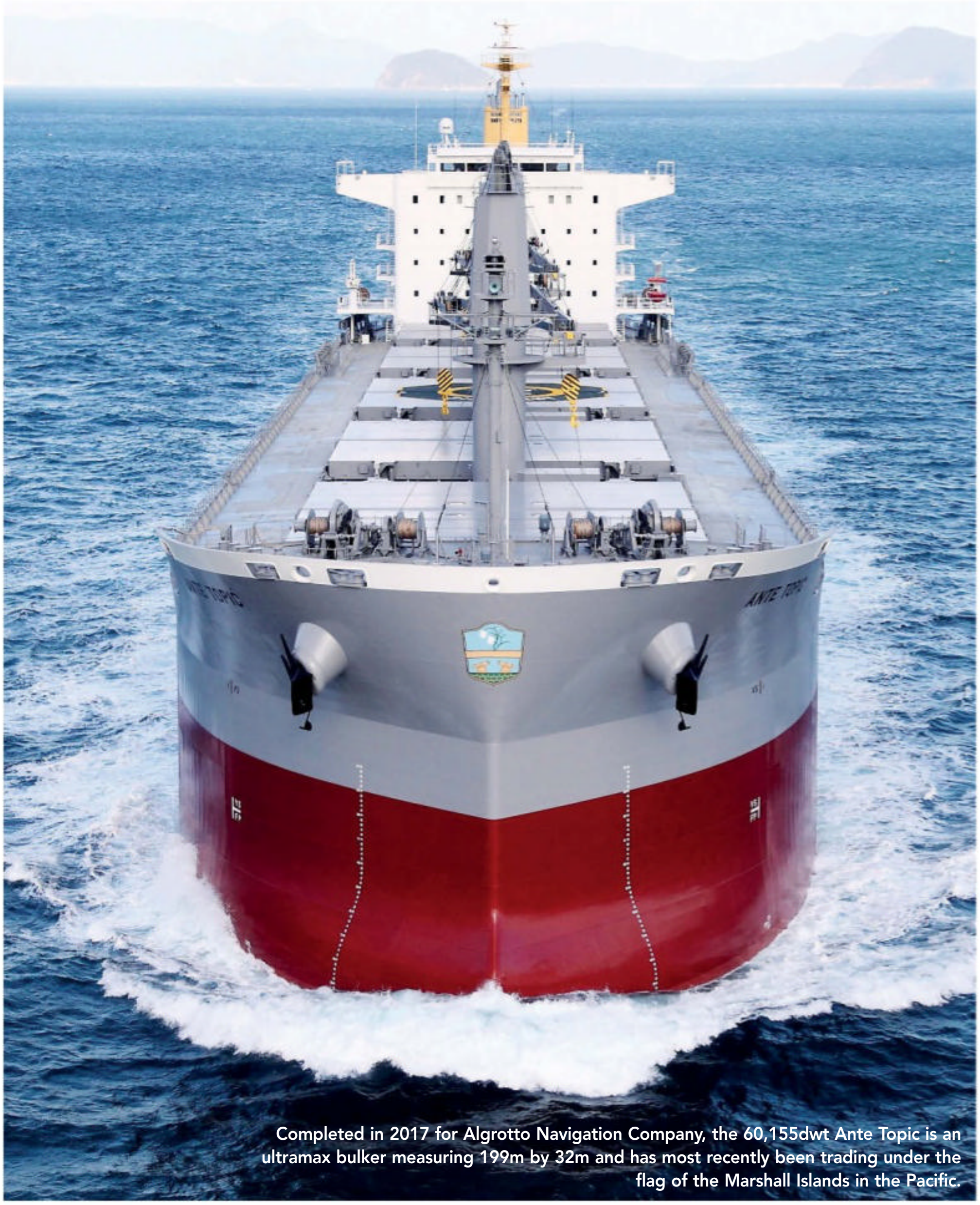
▼ Completed by Japan's Naikai Shipbuilding for Singapore-based Pacific Carriers in 2012, the handy-size 37,200dwt Glorious Kauri makes use of a rather novel stem design and is equipped with stanchions so that log cargos can be carried on deck.



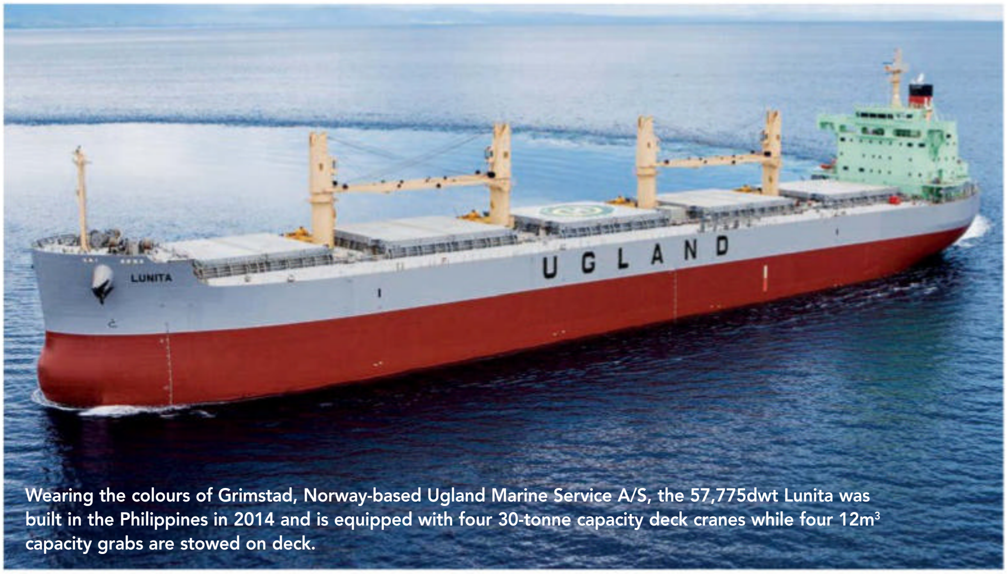


◀ Carrying her own grabs secured on the starboard side, the 61,467dwt Copenship Wisdom was completed by Japan's Shin Kasado Dockyard in 2013 for Wisdom Marine Lines of Taiwan and has remained under that ownership despite being renamed Amis Brave to fly the Panamanian flag in 2015.

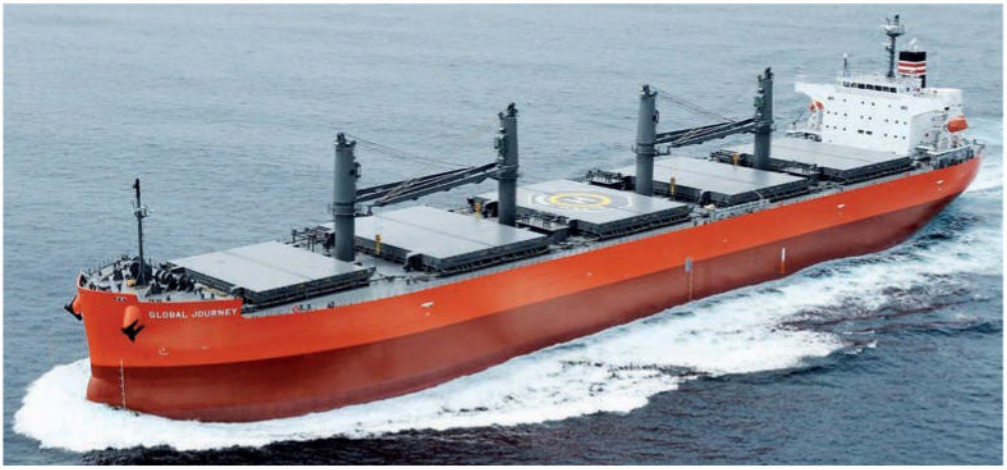
▲ Ranked as the most powerful ice-breaking bulk carrier in the world, the Japanese-built Nunavik is powered by a MAN-B&W 7S70ME-C main engine of 29,600hp output, three times the power of a similar-sized conventional bulker, and was specifically designed to carry ore from the Nunavik Nickel mine in Canada's Arctic region.



Completed in 2017 for Algrotto Navigation Company, the 60,155dwt Ante Topic is an ultramax bulker measuring 199m by 32m and has most recently been trading under the flag of the Marshall Islands in the Pacific.

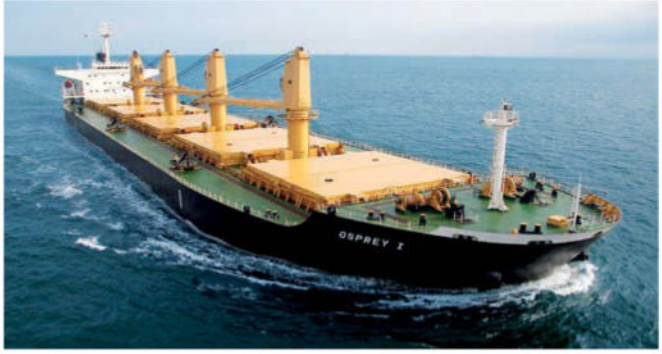


Wearing the colours of Grimstad, Norway-based Ugland Marine Service A/S, the 57,775dwt Lunita was built in the Philippines in 2014 and is equipped with four 30-tonne capacity deck cranes while four 12m^3 capacity grabs are stowed on deck.

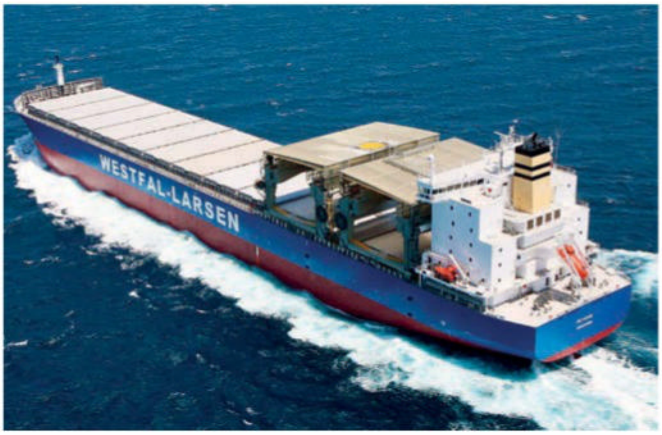


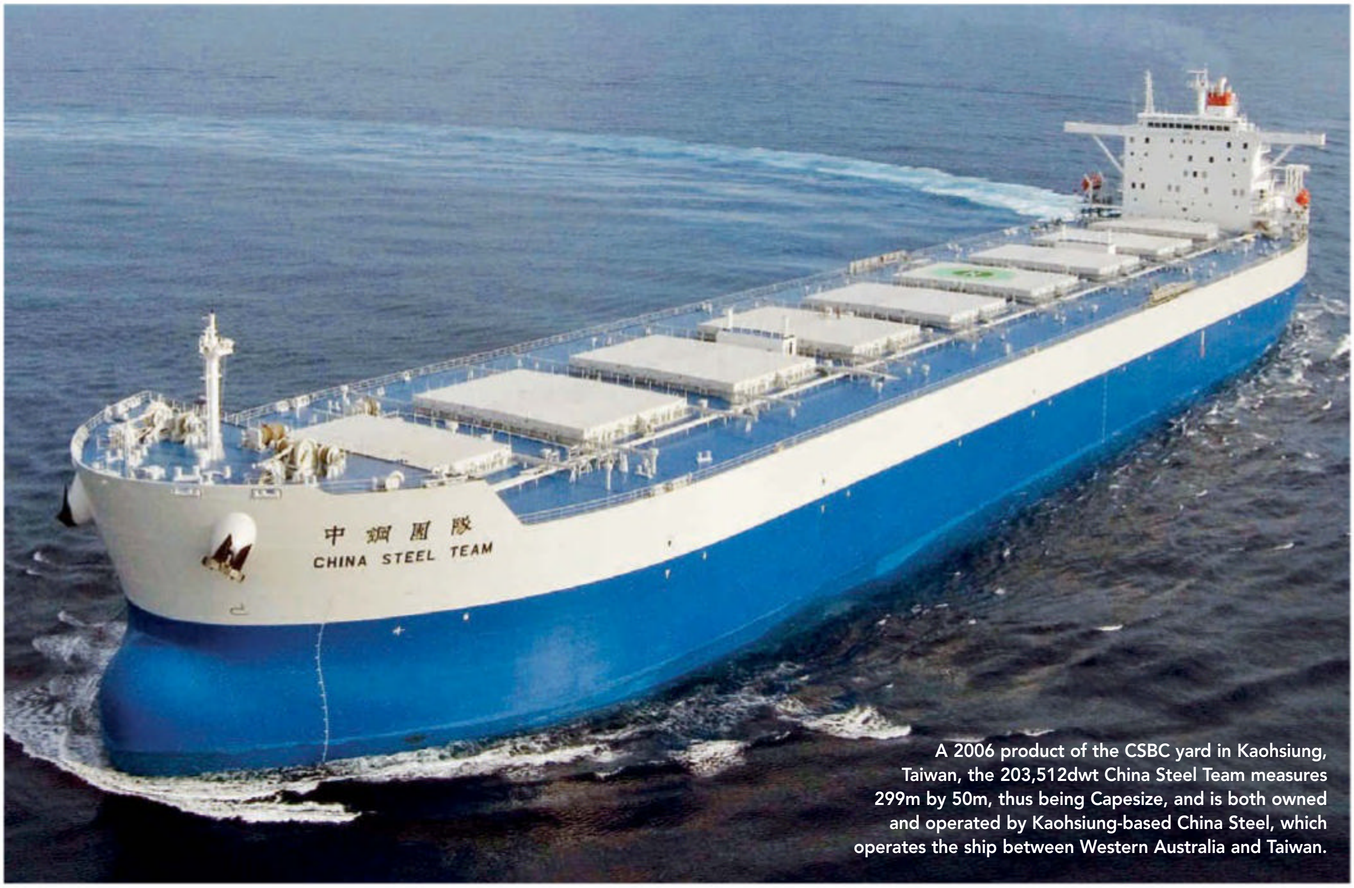
◀ Dressed in the bright orange hull colours favoured by NYK's Bulk & Projects Carrier division when delivered by Japan's Oshima Shipbuilding in 2013, the 56,052dwt Global Journey, which is equipped with four 30-tonne capacity deck cranes, has since been painted in a more easily maintained black hull.

▼ An open-hatch bulk carrier fitted with two cover-equipped mobile gantry cranes riding on rails, the 54,810dwt Pelicana was completed by Japan's Oshima Shipbuilding at Saikai in 2009 for Singapore's Masterbulk Pte Ltd and has worked under the banner of both Westfal-Larsen and Saga Welco.

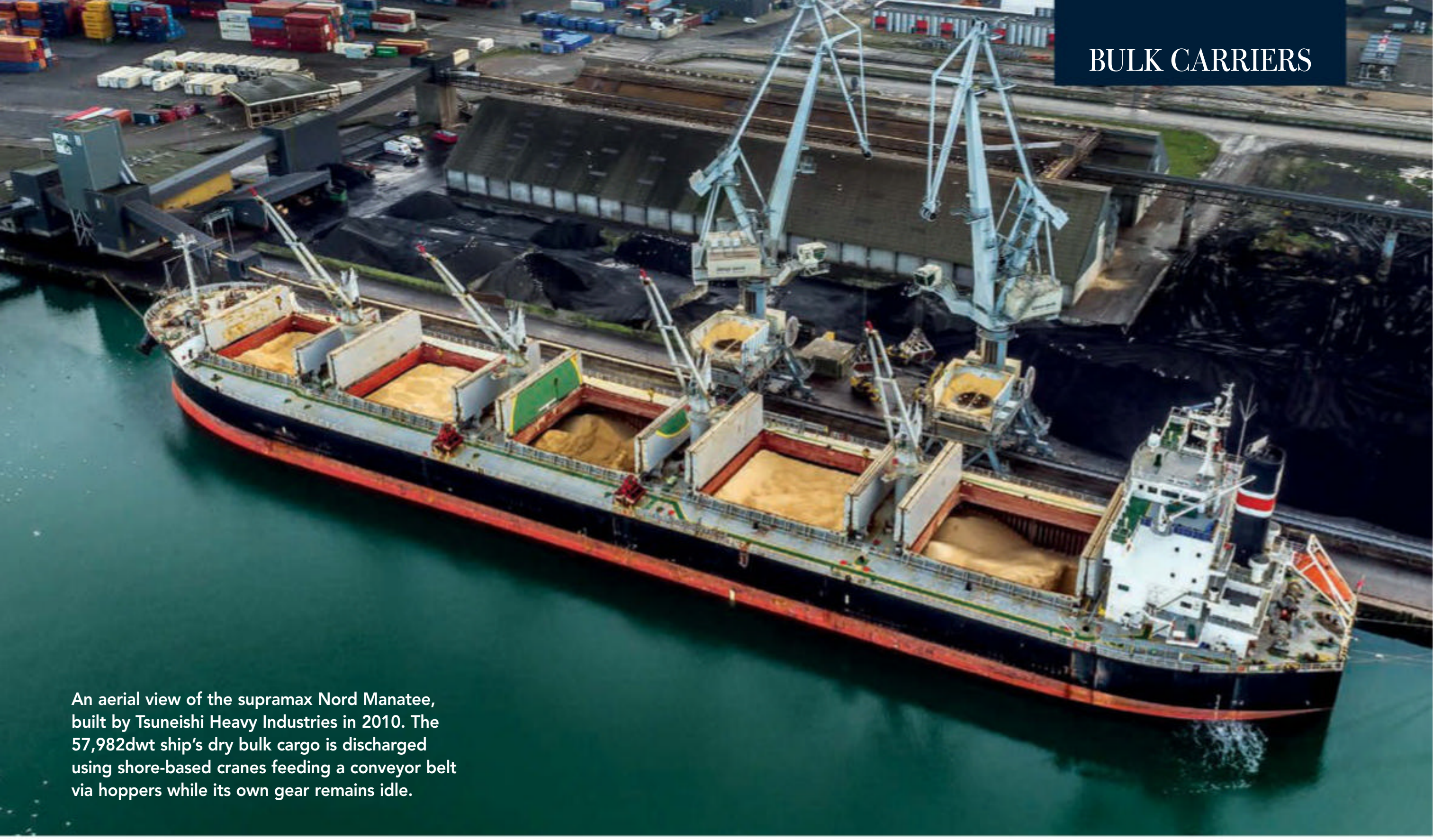


▲ A ship long since sold by her original owner, the MAN B&W-powered 50,206dwt Osprey I was completed in 2002 by Japan's Mitsui Ichihara Eng & Shipbuilding as Aventurero Dos, but currently sails as Elim Challenge.



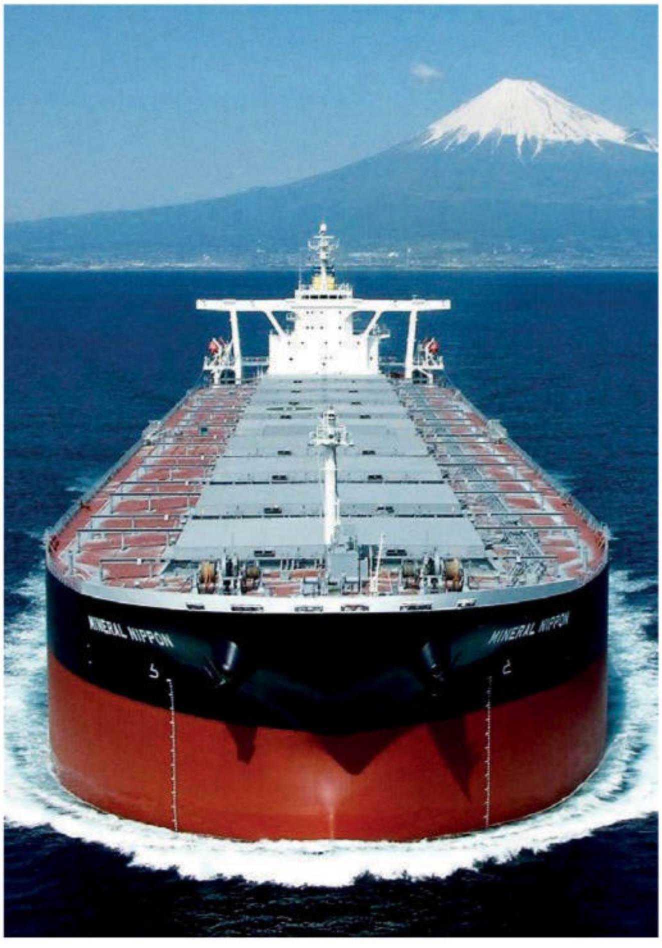


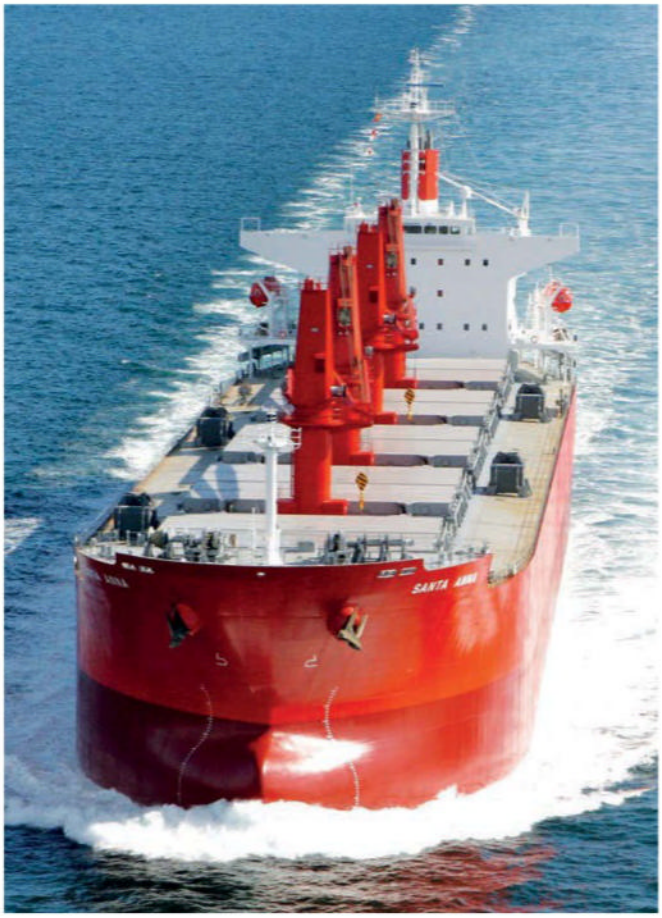
A 2006 product of the CSBC yard in Kaohsiung, Taiwan, the 203,512dwt China Steel Team measures 299m by 50m, thus being Capesize, and is both owned and operated by Kaohsiung-based China Steel, which operates the ship between Western Australia and Taiwan.



An aerial view of the supramax Nord Manatee, built by Tsuneishi Heavy Industries in 2010. The 57,982dwt ship's dry bulk cargo is discharged using shore-based cranes feeding a conveyor belt via hoppers while its own gear remains idle.

▼ Positioned during sea trials with Mount Fuji in the background, the 203,227dwt capesize Mineral Nippon was completed by Universal Shipbuilding at Kawasaki, Japan in 2007 for OOCL of Hong Kong but has since been trading as the Singapore-flagged Winning Team.





▲ Built in 2006 by Japan's Mitsui Engineering & Shipbuilding at Tamano for Germany's Rudolf A. Oetker group, and powered by a MAN-B&W 12,880bhp main engine, the 56,019dwt Santa Anna now sails under the flag of Bangladesh as Meghna Harmony for the country's Meghna Sugar Refinery following her purchase in 2018.

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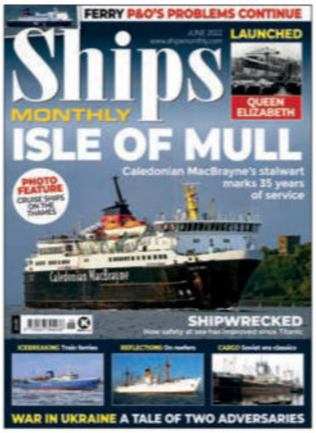

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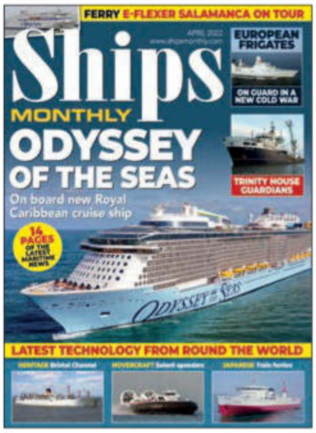

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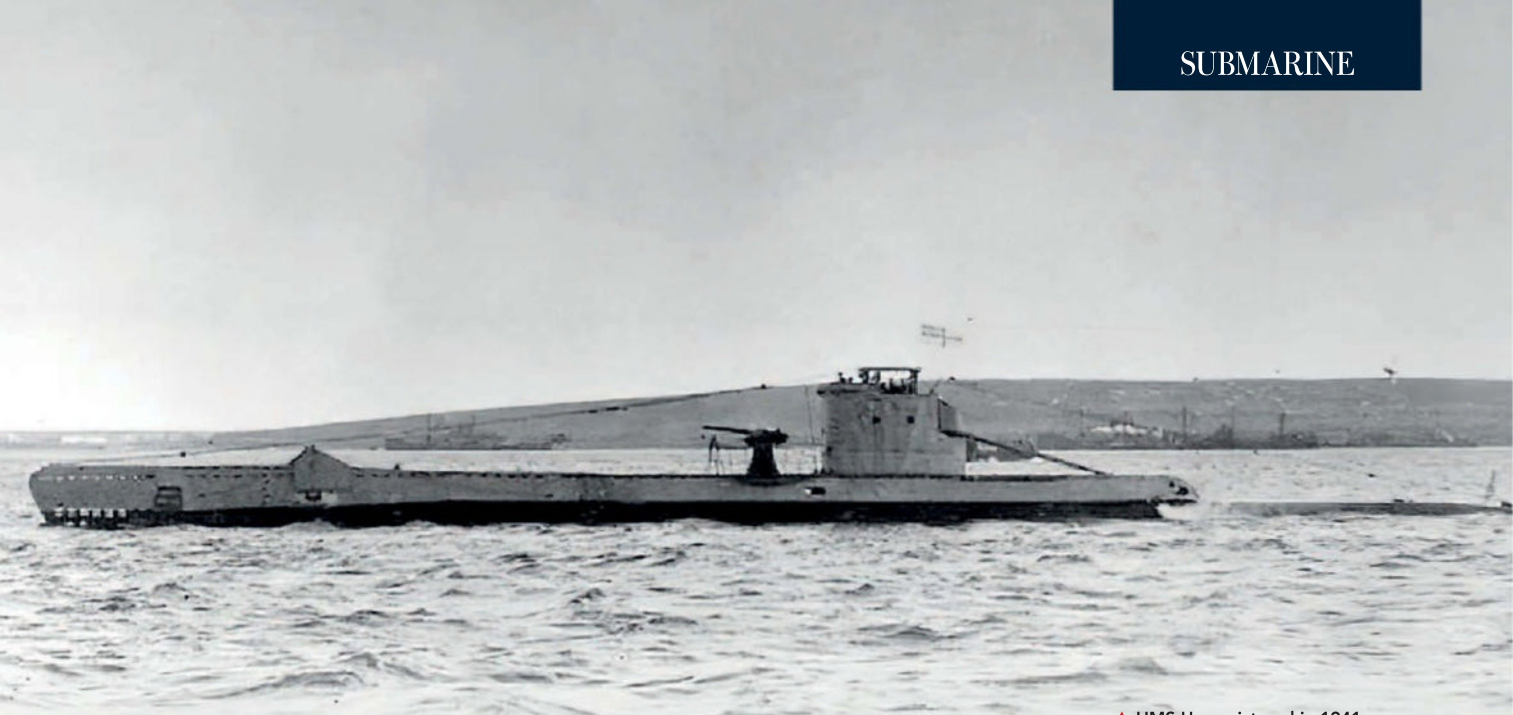


▲ HMS Urge pictured in 1941. She had multiple successes against both Italian merchant ships and Italian warships, and also achieved some of the earliest Special Boat Section raid successes.

THE MYSTERY OF HMS URGE

Paul Brown describes the loss of the submarine Urge, which left Malta for Egypt on 27 April 1942 and was never seen again . . . until the discovery of its wreck off Malta almost 80 years later.

At 0445 on 27 April 1942 HMS *Urge* slipped her lines at HMS Talbot, the submarine base in Lazzaretto Creek, Malta, and headed out of Marsamxett Harbour to begin her passage to Alexandria. That was the last that was known of her.

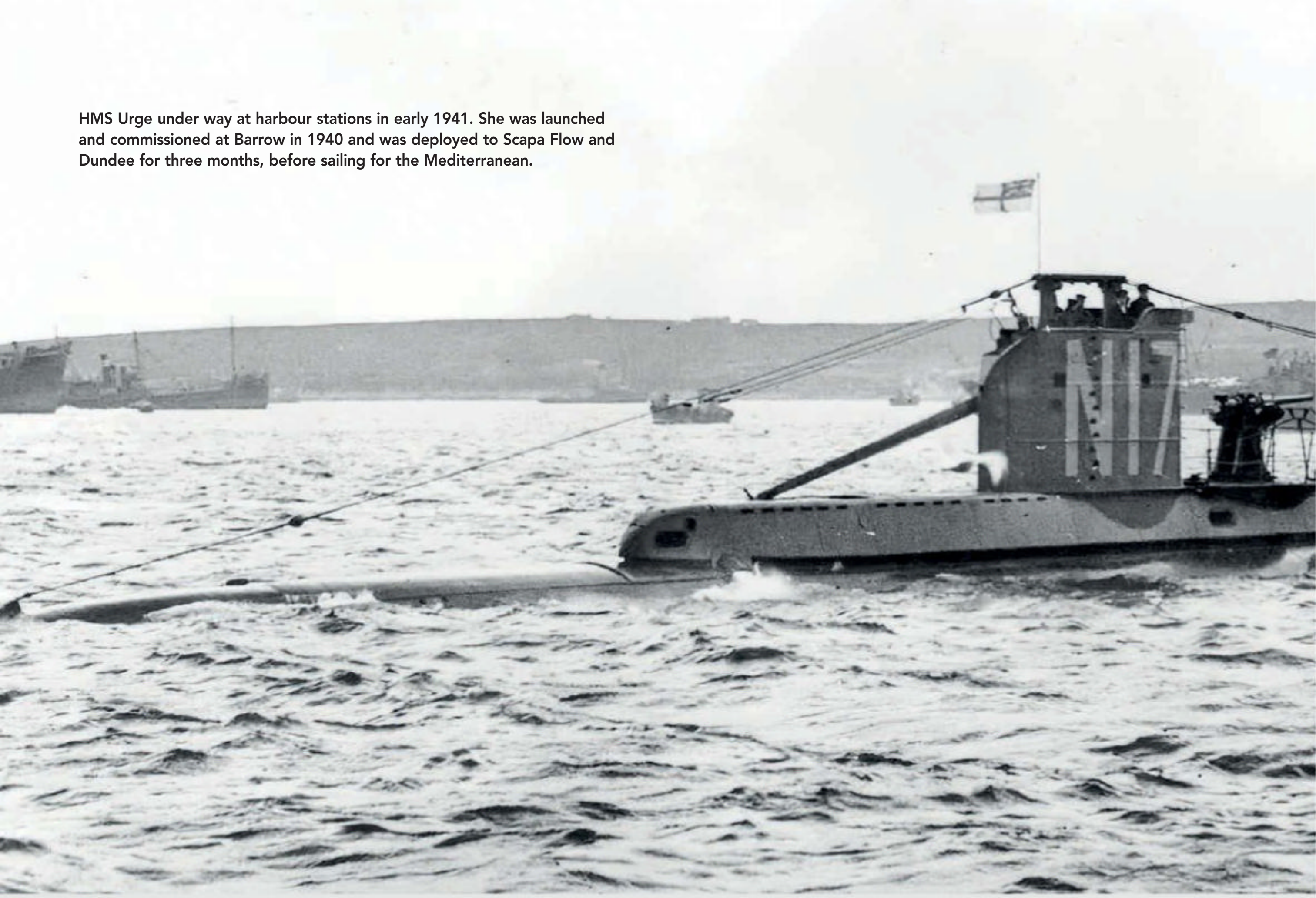
She failed to reach her destination on the scheduled date of 6 May, and as further days passed hopes for the submarine faded. On 16 May the Commander-in-Chief, Mediterranean, reported that *Urge* was now considered lost and there was no information to show the cause of her loss, adding, 'Loss of this outstanding submarine and commanding officer is much to be regretted.'

Her commanding officer, Lt Cdr Edward Tomkinson, was one of the most respected officers in the submarine service and was revered by his crew, and *Urge* and her ship's company had a distinguished record of war service. Captain George 'Shrimp' Simpson, commanding officer of the famous 10th Submarine Flotilla, lamented: 'The four survivors [submarines] of our small flotilla felt the loss acutely; it was natural that we all felt that if such Olympian exponents of skill and judgement fall, then the odds against survival were small.' Tomkinson had joined the Navy at Dartmouth, aged 14, in 1925. Promoted to lieutenant in 1933, he took command of *Urge* on 19 September 1940. On 1 October 1941 he was promoted to lieutenant commander. As well as her normal complement of 32 men, *Urge* took 12 passengers on the voyage from Malta to Alexandria: 11 submariners from the Malta flotilla and a war correspondent, who was intending to cover the desert war.

Until recently the cause of the boat's loss remained a mystery. Had she been bombed or torpedoed while on the surface recharging

▲ The Italian battleship Vittorio Veneto was torpedoed and seriously damaged by HMS Urge on 14 December 1941 in the Straits of Messina. Urge remains the only British submarine to have torpedoed a battleship.

HMS Urge under way at harbour stations in early 1941. She was launched and commissioned at Barrow in 1940 and was deployed to Scapa Flow and Dundee for three months, before sailing for the Mediterranean.



her batteries? Or had she hit a mine? Had she been lost through human error, or the failure of her equipment or structure? Had she been sunk in collision with a surface ship, a fate that befell a number of her sister boats? Or had she been depth-charged while she was submerged? For nearly 80 years these questions could not be answered.

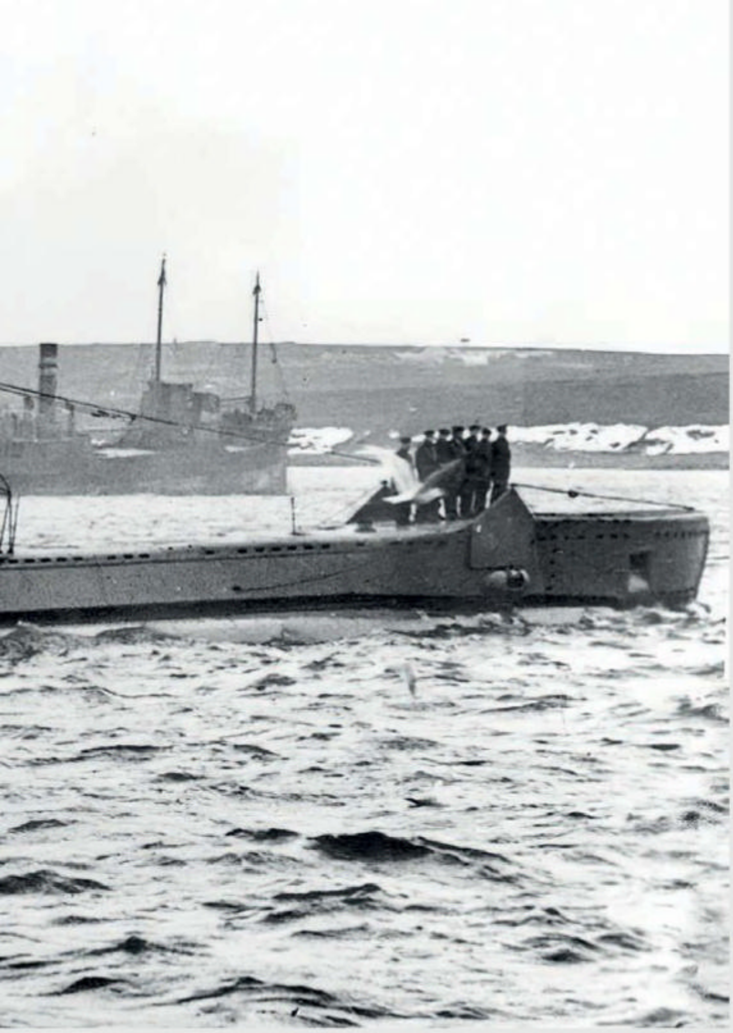
U-CLASS SUBMARINES

Urge was a U class submarine, one of 12 such boats ordered on 4 September 1939, the day after Britain had declared war on Germany. On 30 October 1939 three of these boats, including *Urge*, were laid down by Vickers-Armstrongs, Barrow. Ten months later, on 19 August 1940, *Urge* was launched, and final fitting-out was speedily completed, so she was commissioned just four months later, on 12 December.

The first three boats of the U class had been ordered in November 1936, and completed in 1938. They were intended to replace the ageing H class submarines for use in the training of anti-submarine forces, but were armed, so that they could also be used for initial submarine training and, though small boats, have a limited patrol capacity. These first boats had six torpedo tubes, including two external tubes mounted in a bulbous bow casing, but the latter were omitted in the subsequent boats because they generated a large bow wave and made depth control difficult at periscope depth. The revised design gave a lower, finer bow, which made their appearance less impressive.

In two ways they differed from British submarine design orthodoxy. A single hull was adopted, divided into eight watertight compartments, with internal ballast tanks. And surface propulsion was diesel-electric, rather than direct diesel drive, which simplified

◀ On 1 April 1942 Urge torpedoed the Italian Giussano-class light cruiser Giovanni Delle Bande Nere at a range of 5,000 yards, 11 nautical miles south-east of Stromboli. The lightly armoured cruiser broke in two and sank with the loss of 381 lives.



machinery arrangements. They had a full load surface displacement of just 578 tons, half that of the contemporary T class, and smaller than the S class.

Though small in size, they were big in achievement. Ideally suited for the shallower waters of the Mediterranean, they were very handy under water and more difficult to spot from the air. Their small size allowed them to be built quickly, so the large numbers rapidly put into service collectively produced a powerful and dispersed force. Soon boats such as *Upholder*, *Urge*, *Uproar*, *Unbroken*, *Upright*, *Utmost*, *Umbra* and *Unbending* found renown through their sinkings of Italian merchant ships and warships in the Mediterranean.

The early war-built boats, such as *Urge*, had four 21in torpedo tubes, with four reloads, and a 12-pdr deck gun. Their submerged speed was nine knots, and 12 knots on the surface (which was rather slow, but since the passage time to their patrol area was normally only about a day it was not a big disadvantage). They could dive to a depth of 200ft.

On 11 December 1940 *Urge* left Barrow for trials and training in Holy Loch. On 4 January she sailed from there for Dundee, her base for the next three months. Before her first war patrol she went to Scapa Flow for use in anti-submarine training. She left there on 8 February 1941 for a patrol off the south-west coast of Norway, searching for German warships, which lasted one week and was uneventful.

After returning to Dundee she sailed on her second war patrol, again off Norway, which lasted two weeks and was also uneventful. On 8 April 1941 she left Dundee for Sheerness and Portsmouth, en route to the Mediterranean, to join Malta's 1st Submarine Flotilla (later part of the 10th Submarine Flotilla).

URGE GOES TO THE MED

After leaving Portsmouth on 14 April 1941, *Urge*'s luck changed, for in the Bay of Biscay she sighted the Italian tanker *Franco Martelli* (1939/10,535gt) and fired two torpedoes at a range of 1,500 yards, one of which hit the target in the engine room. A third torpedo was fired, hitting the tanker below the bridge, and leading to her sinking 300 miles west of Bordeaux. The tanker had been blockade running, bringing petrol from Recife to Bordeaux.

Urge arrived in Malta on 6 May 1941 and eight days later started her first Mediterranean war patrol, between Tunisia and Lampedusa Island. She fired four torpedoes at an Italian merchant ship in a heavily escorted convoy, but all missed. Her next patrol was in the same area and again featured a failed attack on a convoy. These convoys were carrying supplies for Axis troops in north Africa.

Her fifth war patrol involved landing a Special Boat Service train-wrecking party in the Straits of Messina, a pioneering SBS operation,

HMS URGE

CLASS U-class submarine

BUILDER Vickers Armstrong, Barrow-in-Furness

LAID DOWN 30.10.1939, launched 19.8.1940, commissioned 12.12.1940

DISPLACEMENT Surfaced 578 tons standard, 630 tons full load; submerged 730 tons

DIMENSIONS 58.22m (191ft) x 4.9m (16ft 1in), draught 4.62m (15ft 2in)

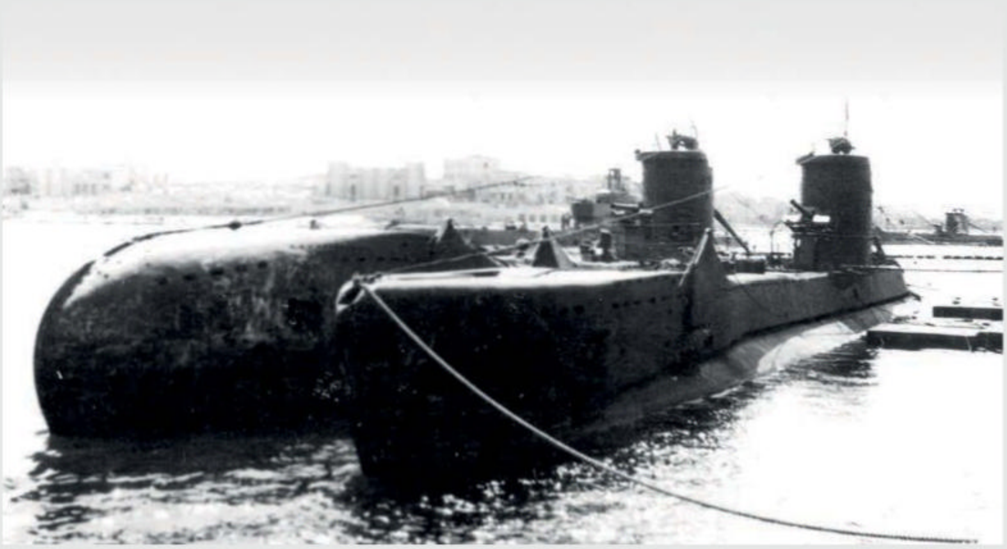
PROPULSION Two shaft diesel-electric, 2 Paxman Ricardo diesel generators + electric motors, 615/825hp

SPEED Surface 12 knots, submerged nine knots

COMPLEMENT 32

ARMAMENT Four bow internal 21-inch torpedo tubes, ten torpedoes, QF 12pdr (3 in (76 mm) gun

FATE Sunk by German mine off Malta, 27 April 1942



▲ Urge (right) berthed alongside Upholder in Lazzaretto Creek, Malta. Upholder has the earlier raised bulbous bow though, unlike the first three U-class boats, the two external torpedo tubes were not fitted in her bow. Like Urge, she was lost with all hands in the Mediterranean in April 1942.

which proved successful. She then attacked an Italian force of two cruisers and four destroyers at 5,000 yards, but all four torpedoes missed, and she was heavily depth-charged, surviving 64 depth charges which were uncomfortably close. Another attack, on an armed merchant cruiser, followed, but again all of the three torpedoes missed. On 21 July 1941 she was one of eight submarines deployed in Operation Substance, a Malta convoy, to ward off Italian warships if they appeared.

Departing Malta for her eighth war patrol, she was ordered to intercept an important enemy troop convoy north of Pantelleria. She conducted a failed attack and again survived a depth-charge attack. On her next patrol, in the Tyrrhenian Sea on 19 August 1941, at a range of 4,500 yards, she torpedoed and damaged the Italian merchant ship *Aquitania* (4,971gt), which had to be taken in tow.

Urge had fired a full salvo of four torpedoes, but one only moved halfway out of its torpedo tube, causing the submarine to lose her trim and break surface, while displaying an ‘angry’ smoking torpedo. Fortunately, the torpedo left the tube when *Urge* got level after surfacing. She then dived once more at a steep angle, while the nearest escort came rushing towards her from 3,000 yards. She was depth-charged by torpedo boats and aircraft, but made her escape unscathed.

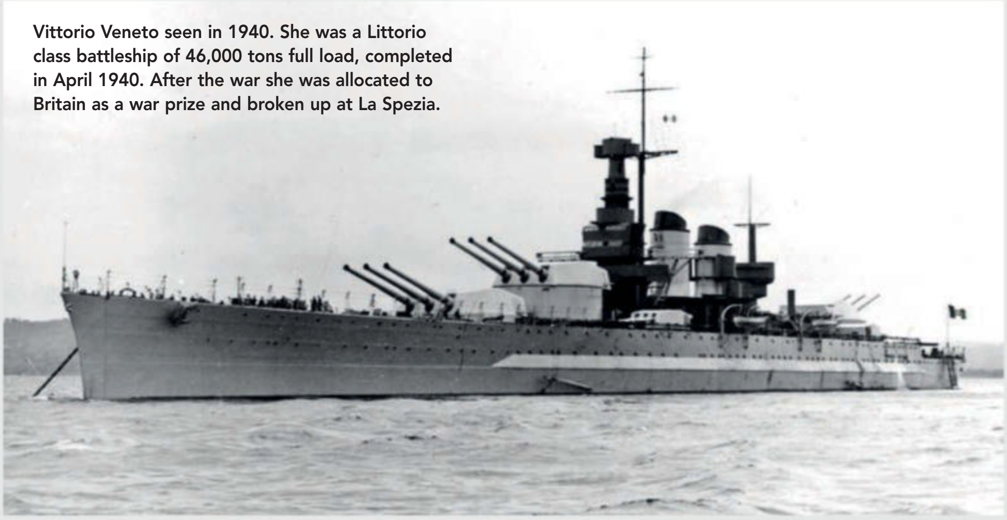
On the night of 24-25 September 1941 *Urge* landed an agent near Cape Gall, using a folbot (folding boat), with a sub-lieutenant in charge. On the night of 1-2 October 1941 she tried to pick up the agent, but a trap had been set and she narrowly avoided a destroyer and gunfire from the shore. Unfortunately, Sub-Lt Brian Lloyd, in charge of the folbot, was killed. It later emerged that the agent had been captured.

Her tenth war patrol included a failed attack on the surfaced German submarine U331, at 1,300 yards. A faulty torpedo gyro caused one torpedo to circle dangerously close to *Urge*, while the other three missed. On 22 October 1941, whilst on the surface after dusk, she torpedoed the grounded and damaged Italian merchant ship *Marigola* (1906 /5,996gt) off Kuriat, Tunisia at a range of 3,700 yards.

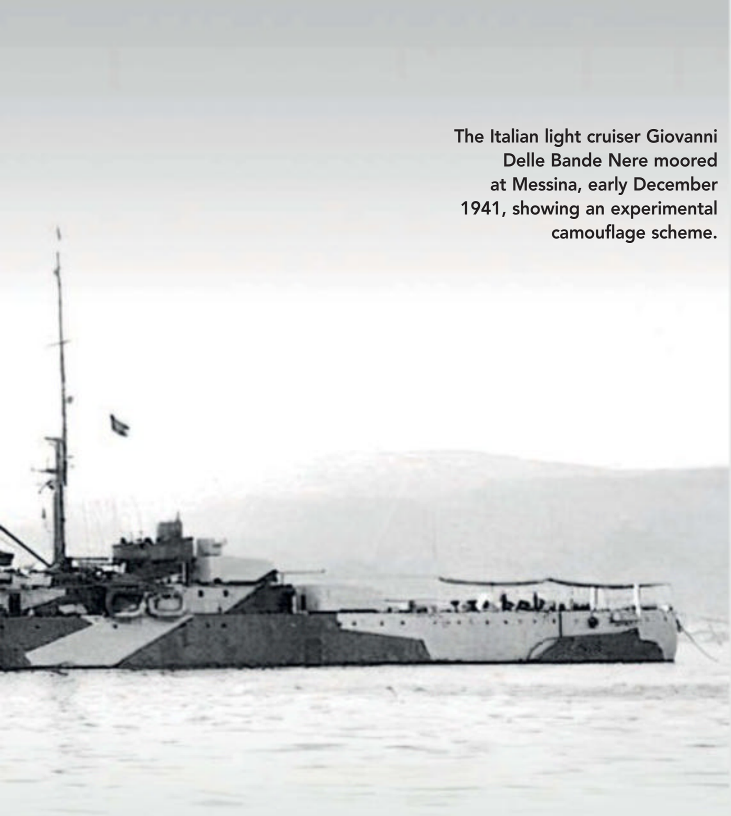
BATTLESHIP TORPEDOED

During her 14th war patrol, on 14 December 1941, *Urge* sighted the Italian battleships *Vittorio Veneto* and *Littoria* with a heavy escort of four destroyers and two torpedo boats, in the Straits of Messina, and fired a full salvo of four torpedoes at a range of 3,000 yards. *Littoria* sighted and evaded the torpedoes, but one struck *Vittoria Veneto* aft, causing serious damage (which put her out of action for three critical months) and the loss of 40 lives. This action gave *Urge* the unique distinction, for a British submarine, of torpedoing a battleship.

On 29 March 1942, in the southern Tyrrhenian Sea, *Urge* launched a salvo of torpedoes against an Italian merchant ship, *Puglioli* (2,974gt/1917), but they missed and, after surfacing,



Vittorio Veneto seen in 1940. She was a Littorio class battleship of 46,000 tons full load, completed in April 1940. After the war she was allocated to Britain as a war prize and broken up at La Spezia.



The Italian light cruiser Giovanni Delle Bande Nere moored at Messina, early December 1941, showing an experimental camouflage scheme.

Urge engaged the ship with gunfire, obtaining several hits. However, *Puglioli* returned fire and *Urge* had to dive. Two patrol boats were sent to hunt the submarine, but they were not equipped with hydrophones and soon abandoned the chase. That night *Urge* again landed an SBS train-wrecking party, just north of Piscottia, Italy, which conducted a successful operation.

SINKING A CRUISER

Another big success for *Urge* came on 1 April, when she torpedoed and sank the Italian Giussano-class light cruiser *Giovanni Delle Bande Nere* (5,200 tons, completed in 1931) at a range of 5,000 yards, 11 nautical miles south-east of Stromboli, Italy, with one of her full salvo striking the ship. The cruiser had just taken part in the Second Battle of Sirte, in which she had scored a hit on the British cruiser *Cleopatra*.

Following storm damage, *Bande Nere* had been on passage from Messina to La Spezia for repairs, escorted by a destroyer and a torpedo boat. She had only one-inch-thick armour and, when struck, broke into two sections. Italian ships mounted a large-scale rescue operation which rescued 391 men, but 381 lives were lost.

What proved to be *Urge*'s last war patrol (her 20th) began on 11 April 1942. The following day she made a failed torpedo attack on an enemy convoy about 30 nautical miles south-east of Pantelleria. On 22 April she berthed in Lazzaretto Creek, Malta, for the last time. During the period of nearly 12 months that *Urge* had been in the Mediterranean, 14 British submarines had been sunk in that sea, including nine U class.

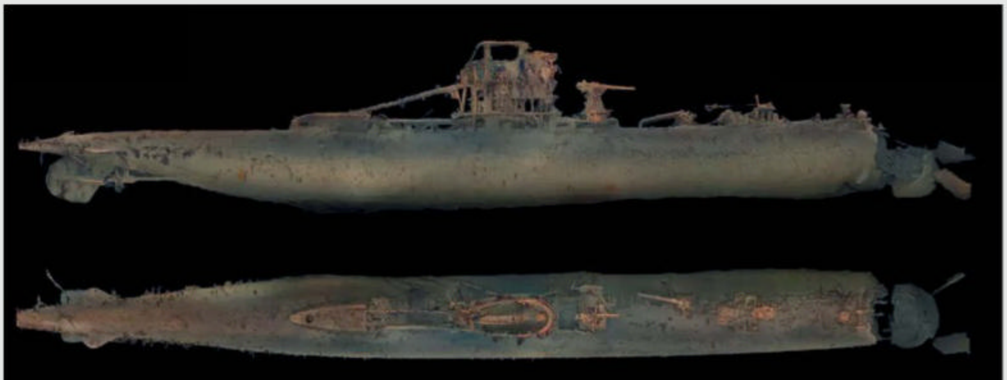
For *Urge* and the other remaining submarines of the 10th Flotilla, the heavily bombed and besieged island of Malta was no longer tenable as a base and they had to make the passage to a safer base at Alexandria. Tragically it was a passage that *Urge* did not complete. On 27 April 1942 she set sail for Alexandria, but failed to arrive on 6 May 1942, and was reported overdue. Until the discovery of her wreck in 2019, her final fate had not been completely certain.

WRECK FOUND

Many years later, Francis Dickinson, grandson of *Urge*'s CO, formed a dive-search project, with Platon Alexiades (a naval researcher from Montreal) and Professor Timmy Gambin from the University of Malta, which, in 2019, found the wreck of the submarine sitting upright at a depth of several hundred feet, not far out from the Grand Harbour of Malta.

The reason for her loss was confirmed – she had hit a mine and her bow had been blown off. The minefield had been laid a week earlier by the German 3rd S-boat flotilla. On 27 April 2022, 80 years to the day after the loss, Francis Dickinson was in Malta with his mother, Bridget, at the unveiling of a memorial to HMS *Urge*. The government of Malta is the custodian of the wreck and has given its commitment to the protection of the site as a war grave.

Serving Submariners from Naval Base Clyde and relatives of the crew of HMS Urge travelled to Malta and the Mediterranean on 27 April 2022 for a memorial service recalling those who perished when the wartime submarine struck an Axis mine off the coast. The memorial to HMS Urge is situated at Fort St Elmo, facing out to sea in the direction of the remains of the submarine. The unveiling was attended by the President of Malta, George Vella, and the British High Commissioner, Katherine Ward. Members of the Armed Forces of Malta performed a gun salute.



A 3D photogrammetric scan of the wrecked submarine Urge, showing where the bow of the vessel broke off as it plunged into the seafloor. TIMMY GAMBIN/UNIVERSITY OF MALTA

SHIPSPOTTING

Carnival Cruise Line is one of the biggest cruise operations in the world, and has operated a large number of famous cruise ships. Some of the older ones, dating from the 1990s, are featured here.

CARNIVAL CRUISE VETS

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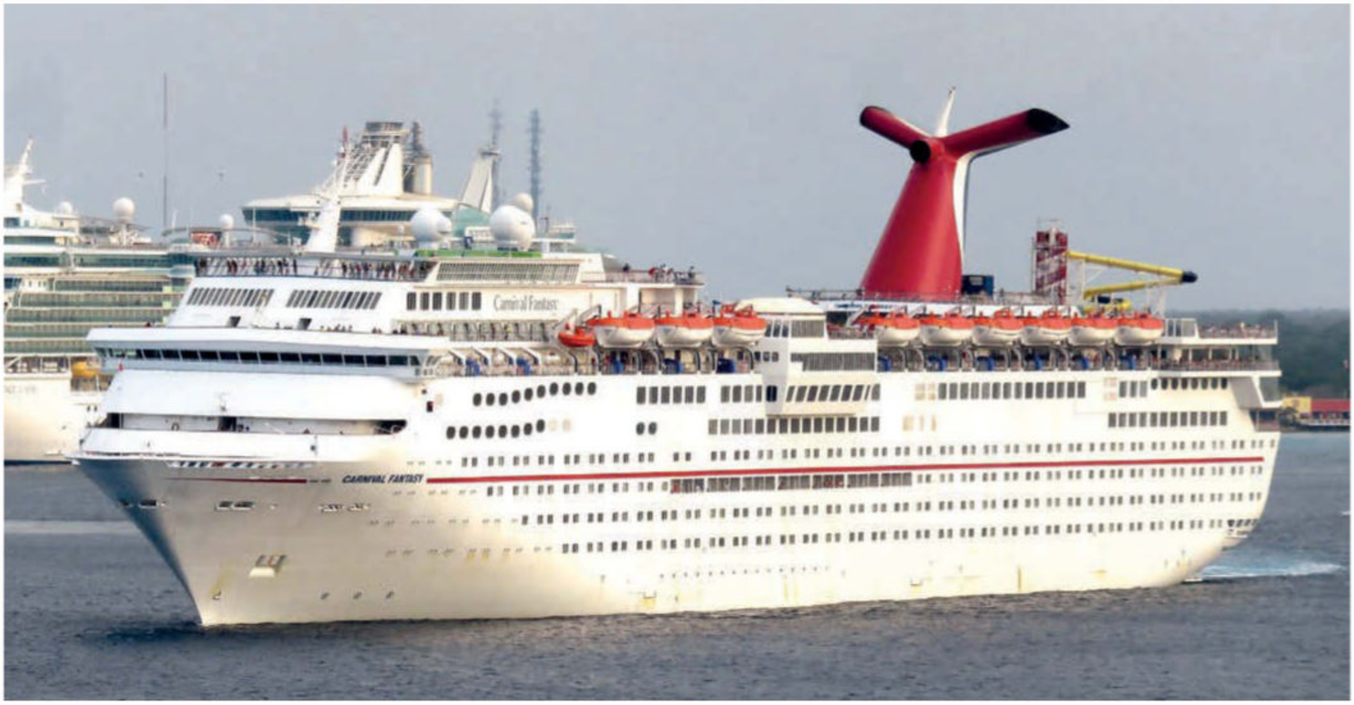
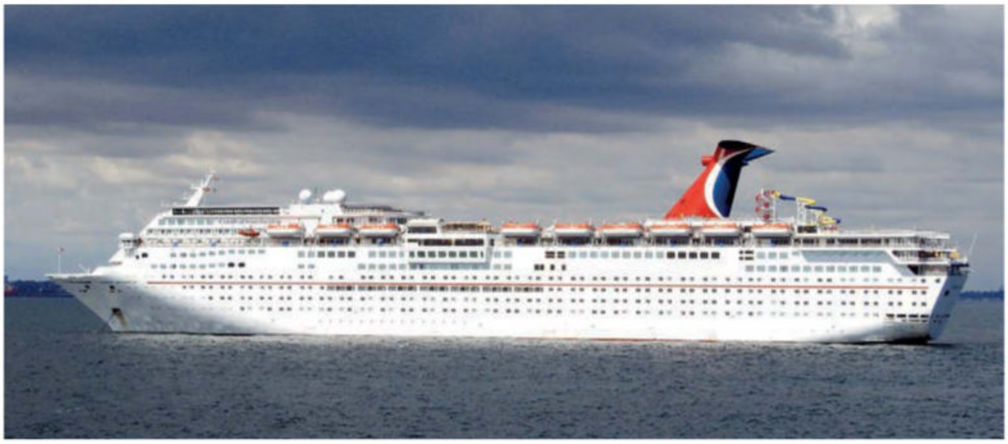
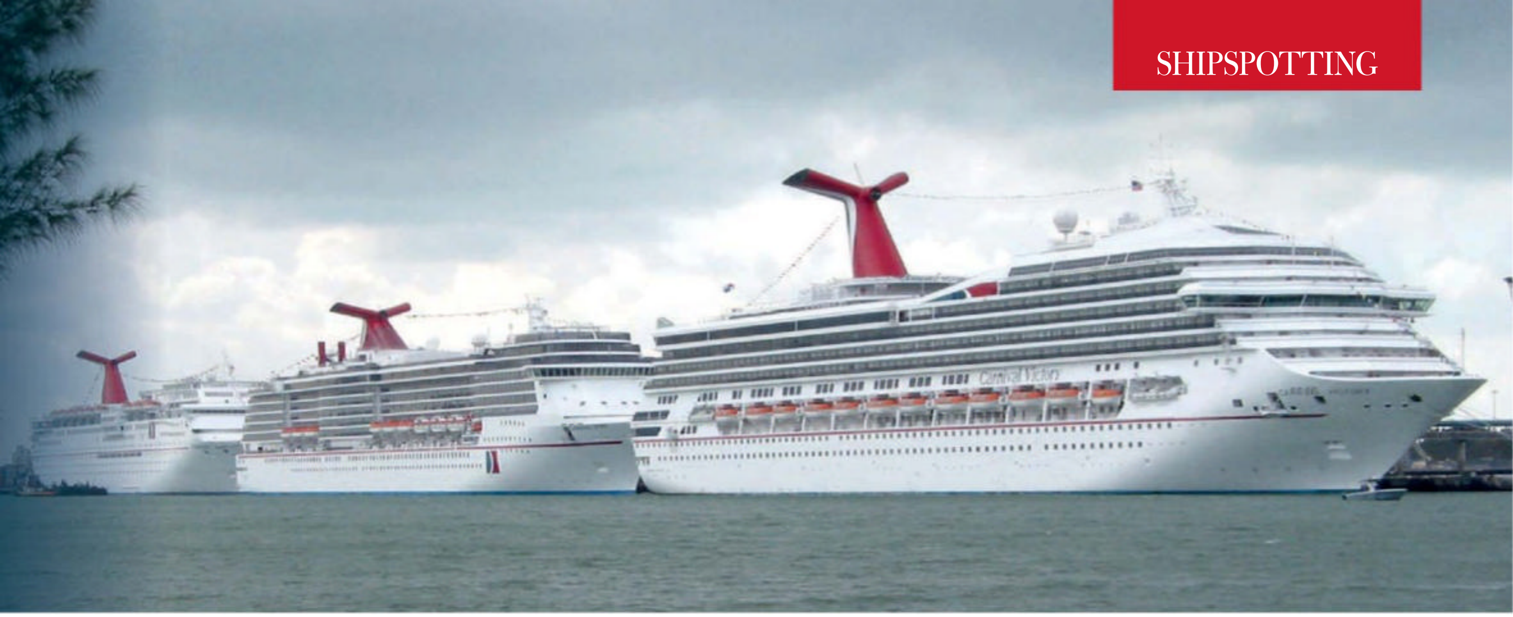


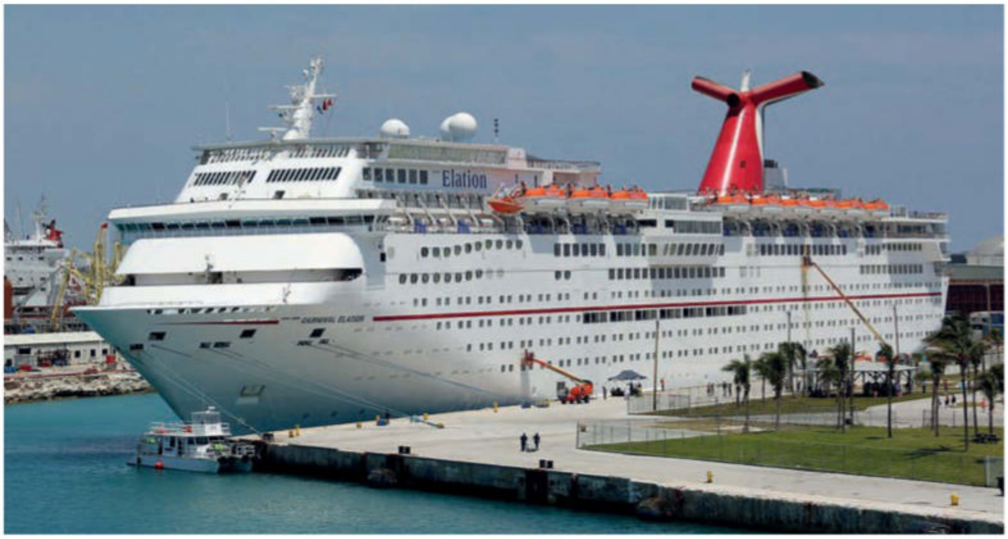


▲ The 1990-built Carnival Fantasy (ex-Fantasy) at Cozumel, Mexico in 2016. Built by Kværner Masa-Yards at its Helsinki New Shipyard, she was floated out on 9 December 1988 and completed on 27 January 1990. In 2007, in common with all of her Fantasy-class sisters, she had the prefix 'Carnival' added to her name. In July 2020 Carnival sold her for scrap, by which time she was the oldest ship in the fleet. ANDRECAS

◀ The 1998-built Carnival Imagination at Long Beach. Built by Kværner Masa-Yards in Helsinki, Finland, she entered service in 1995 as Imagination and left the fleet in 2020 for scrapping. VLADIMIR KNYAZ

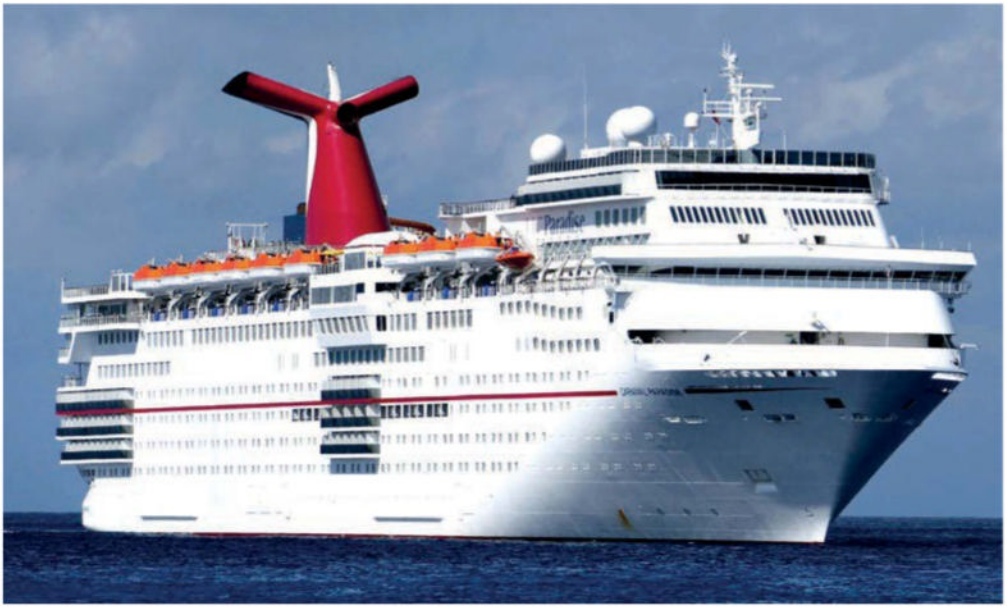
FOR THOUSANDS MORE PHOTOGRAPHS



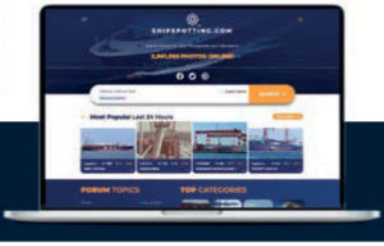


▲ Three Carnival cruise ships at Miami in 2004: Carnival Victory (on right), Carnival Spirit (middle) and Inspiration. The 101,509gt Carnival Victory was built in 2000 by Fincantieri Monfalcone, Italy and, at the time of her launch, she was one of the largest cruise ships of her era. In 2020 she was renamed Carnival Radiance and underwent a major refit, which was completed in October 2021. WOLFGANG FRICKE

◀ The 1998-built Carnival Elation (71,909gt) at Long Beach in March 2020. Built by STX Finland, Helsinki, Finland, she was the first cruise ship to be equipped with an Azipod propulsion system. VLADIMIR KNYAZ



◀ The 1998-built Carnival Paradise (70,367gt, ex-Paradise) displays Carnival's trademark winged funnels to good effect as she approaches Georgetown, Cayman Islands in 2018. She was built to be the world's first completely non-smoking cruise ship. She has spent her career mostly operating out of Long Beach, and in 2018 she underwent a month-long dry-dock in Freeport, Bahamas, during which a 14th deck was added at the front of the ship, in which 38 new cabins were accommodated. In 2021 she was repainted into Carnival's new livery. SYDNEY SINCLAIR



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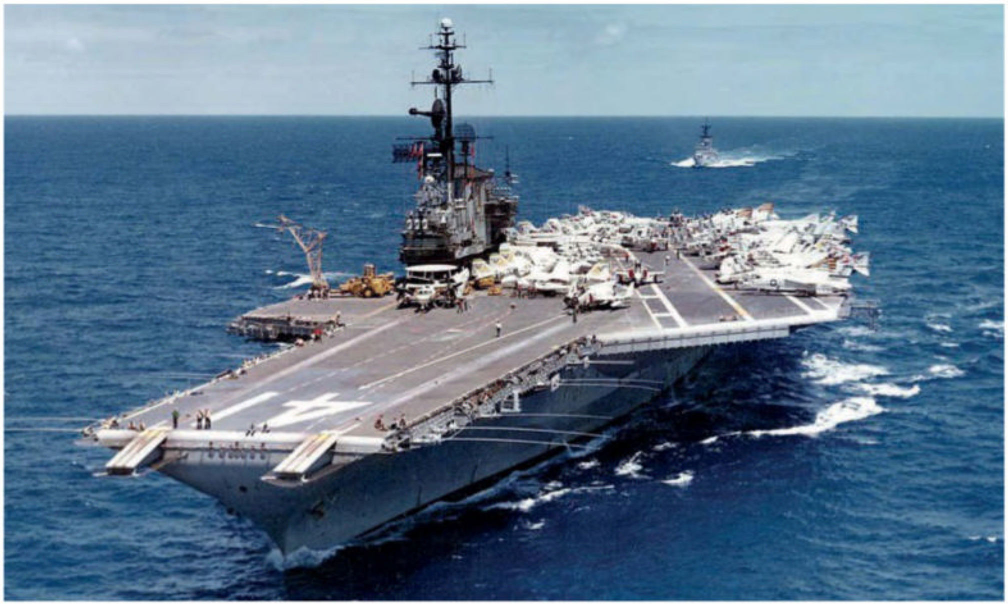
MIDWAY TO ENTERPRISE

THE US NAVY'S AIRCRAFT CARRIERS

Since the end of World War II, the United States Navy has been at the forefront of aircraft carrier design and development. Dene Bebington assesses the various designs of carrier used by the Americans since 1945.

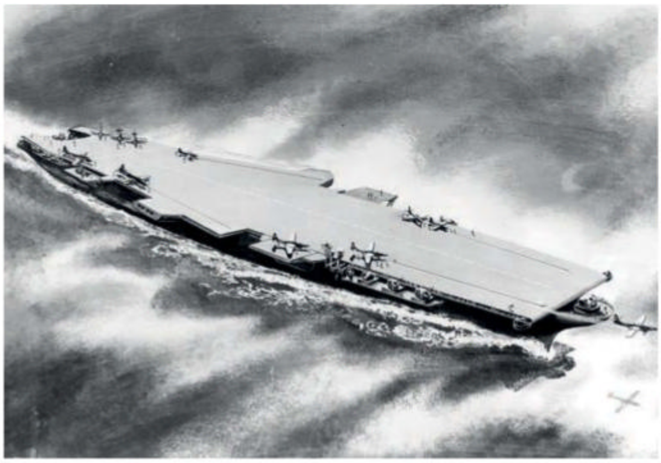


▶ An elevated starboard bow view of USS Midway (CV 41) off the coast of Okinawa, Japan.

◀ USS Midway (CVA-41), lead ship of her class, under way in the Pacific Ocean in April 1971. She commissioned eight days after the end of World War II

▼ (left) Artist's rendering of the proposed USS United States handling McDonnell FH-1 Phantom fighters and Lockheed P2V-3C Neptune bombers.

▼ (right) USS Franklin D. Roosevelt, the second of three Midway class aircraft carriers, pictured operating in the Mediterranean. She was in service from 1945 to 1977, having been laid down in 1943.



Britain may have led the way in aircraft carrier technology with the first flat deck ship HMS *Argus* (I49) and the first purpose-built carrier HMS *Hermes* (95), but the United States Navy has become the dominant carrier operator, with its number and capability of carriers greater than those of any other nation, thanks to its economic might. From the end of World War II into the 1960s the US Navy developed carriers, from the 47,300-ton Midway class to the larger Enterprise class and John F. Kennedy supercarriers.

In the later years of World War II, the US Navy's core carrier strength was provided by the Essex class, of which 24 were built. Most were decommissioned by the 1970s, but USS *Lexington* (CV-16) survived until 1991, having been used as a training ship at Pensacola, Florida for nearly 30 years.

Wartime experience had shown the importance of an armoured flight deck, something incorporated into Royal Navy carriers. To include this and carry more aircraft than the Essex class, a new Midway class of larger carriers was designed. Named after the Battle of Midway in the Pacific, six ships of the class were planned, but only three were built.

Laid down in October 1943, lead ship USS *Midway* (CV-41) was the first of the class, and was closely followed by USS *Franklin D. Roosevelt* (CV-42) and USS *Coral Sea* (CV-43). In addition to armoured flight and hangar decks, the ships had more engineering compartments than the Essex class. As is usual in naval architecture, design changes were made before construction began. The original plan for a small island was scrapped, and instead *Coral Sea* got an enlarged island to accommodate radar.

Midway, nicknamed 'Midway Magic', was launched on 20 March 1945, too late to make a difference in World War II. But she went on to

Members of the aircraft intermediate maintenance division (AIMD) form the letter E on the flight deck of the aircraft carrier USS Coral Sea (CV-43), moored in Spain. The E denotes an efficiency award.

▲ USS Saratoga (CV-60), operating in the Atlantic, commissioned in 1956.

▲ Inside the engine control room on board USS Midway.

undertake many operations, starting with Operation Frostbite in 1946, in which she was the first carrier to work in sub-Arctic waters. In the 1960s and 1970s she was involved in the Vietnam war, where her air-wing claimed the first downing of an enemy MiG aircraft in that theatre. Her last hurrah was flagship of Persian Gulf air operations in Operation Desert Storm against Iraq in 1991.

Another reality of naval architecture is that not all planned ships get beyond the drawing board, or complete construction, once started. This fate befell the class envisaged by the US Navy as a successor to the Midway class. Five ships were planned, all with a flush deck and without a control island, so that large long-range nuclear bombers could be operated.

However, inter-service rivalry scuppered the project, when the United States Air Force (USAF) successfully argued that nuclear bombers should be within its remit. Consequently, the first ship of the class, USS *United States* (CVA-58), was cancelled a few days after keel-laying.

THE FORRESTAL CLASS

US carriers grew yet larger with the Forrestal class in the 1950s. The Korean War had highlighted a need for a new class, and the design of the first ship, USS *Forrestal* (CV-59), changed to take into account British innovations, such as an angled flight deck and steam catapults. A proposed retracting island (an idea left over from *United States*) was dropped in favour of a conventional island.

Arguably, the Forrestals were the first supercarriers, having a full load displacement of approximately 78,000 tons. They had an optical landing system and an air wing of 70 to 90 aircraft. In the 1960s the US Navy successfully trialled carrier operations with a Hercules C-130 transport aircraft on *Forrestal*, with a view to using it as a Carrier Onboard Delivery aircraft. Perhaps unsurprisingly, the idea was shelved as being too risky with such large payloads, and the Hercules' size would hinder other carrier operations.

Four ships in this class were planned and built. Following *Forrestal* were USS *Saratoga* (CV-60), USS *Ranger* (CV-61) and USS *Independence* (CV-62), which were laid down between 1952 and 1955. All four underwent a hull overhaul and modernisation in the Service Life Extension Project (SLEP) of the 1980s, at which point new carriers were not in development.

DESERT STORM

In 1991 Iraq became another proving ground for aircraft carrier power projection. *Saratoga*'s role in Operation Desert Storm set various records, notably six transits of the Suez Canal. In an unfortunate turnaround to the ship's good record, a misunderstanding by officers during Exercise Display Determination in 1992 resulted in the accidental live firing of a Sea Sparrow missile at the Turkish destroyer minelayer TCG *Muavenet* (DM-357). The hit crippled *Muavenet* and killed five officers.

By the late 1950s the supercarrier was here to stay, evidenced with the development of the Kitty Hawk class, an evolution of the Forrestal class. Increased length, changed position of hangar elevators, and the Terrier surface-to-air missile (SAM) system were the main differences to the Kitty Hawk's predecessors. Three Kitty Hawk class ships were built: USS *Kitty Hawk* (CV-63), US *Constellation* (CV-64) and USS *America* (CV-66).

Additionally, USS *John F. Kennedy* (CV-67) was designated as a John F. Kennedy sub-class ship due to the number of modifications incorporated when compared to the Kitty Hawk class. Angled funnels to reduce the impact on flight operations and aircraft corrosion, a shorter length, and other changes

distinguished *John F. Kennedy* from the Kitty Hawk ships.

Proving the strategic value of carriers, the three Kitty Hawk class ships and their air-wing took part in the Vietnam War. During the conflict, *Kitty Hawk* defended against the 1968 Tet Offensive launched by the North Vietnamese forces. The ship subsequently received a citation and commendation for her operations.

A few years later the excellent record of *Kitty Hawk* was marred by race riots on board. A riot broke out in October 1972 while the carrier was heading to the Gulf of Tonkin. Tensions between the black and white members of the crew were already high after various altercations previously. A new incident led to black sailors rioting, and similar disturbances occurred on other navy ships as a result.

Despite the riots, the US Navy continued with its missions. 'Big John', as *John F. Kennedy* was nicknamed, launched on 27 May 1967 and was deployed to the Mediterranean in the 1970s amid tension between some Middle Eastern countries and Israel, culminating in the Yom Kippur war of 1973.

▼ **USS Forrestal (CV-59) was named after the first Secretary of Defense, James Forrestal. Commissioned in 1955, she was the US Navy's first completed supercarrier, and lead ship of her class.**

▲ **The conventionally powered USS Kitty Hawk (CV 63) sails toward Sagami Bay to conduct precision anchor checks during her post-upkeep underway period in the western Pacific Ocean.**

During her service life, from commissioning on 7 September 1968 to decommissioning in 2007, *John F. Kennedy* engaged in various combat missions, including Operation Desert Storm. Her service record in the 1970s was somewhat chequered as a result of collisions and arson. On 22 November 1975 she collided with the cruiser USS *Belknap* (CG-26) off the coast of Sicily. In a twist of fate, USS *Bordelon* (DD-881), which helped fight the fires on *Belknap*, then collided with the carrier on 14 September 1976.

NUCLEAR PROPULSION

After the laying down of the first two Kitty Hawk carriers, the first nuclear-powered carrier, USS *Enterprise* (CVN-65), was laid down and she was launched in 1960. But the nuclear-powered carrier was expensive, and even the substantial US defence budget had a limit. Of six planned Enterprise class ships, five were cancelled due to costs, leaving *Enterprise* as something of a one-off.

She was fitted with eight Westinghouse A2W reactors, unlike subsequent nuclear powered carriers, which had no more than two reactors. Nuclear power gives the advantage of almost unlimited range without the need to refuel, and all US Navy carriers since Enterprise have used this form of propulsion.

To help control spiralling costs, *Enterprise* was not fitted with the Terrier SAM as planned on commissioning

USS Enterprise (CVN-65) transiting the Gulf of Aden. She was the first nuclear-powered aircraft carrier.

in November 1961. Despite this saving, the ship still cost about 70 per cent more than *Constellation*. Point defence capability came several years later, starting with Sea Sparrow missiles. Subsequent defensive upgrades include the Phalanx Close In Weapons System and Rolling Airframe Missile launchers.

Enterprise's island differed from that of her predecessors. The island's square shape was designed to accommodate the SPS-32 and SPS-33 phased array radar antennas attached to its sides. During her 1979-82 overhaul these were replaced by SPS-48 and SPS-49 radars.

USS John F. Kennedy (CV 67) departs Naval Station Mayport under her own power following a ten-month Extended Service Repair Availability (ESRA) in November 2003.

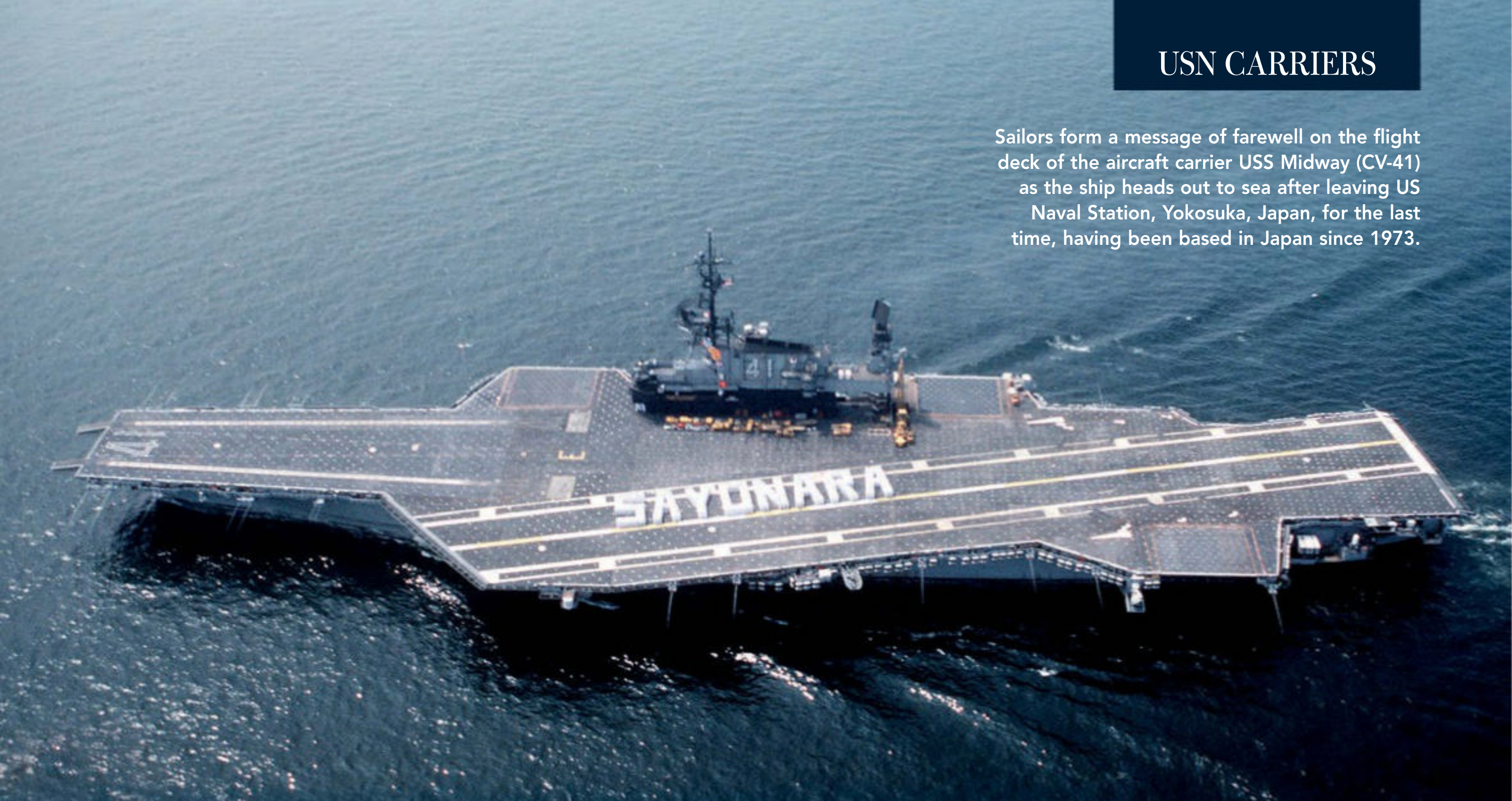
In October 1962 tensions with the Soviet Union reached a dangerous level following the Cuban Missile Crisis. *Enterprise* had entered service in January of that year and had just returned from a deployment in the Mediterranean a few days before she was deployed to the Caribbean as part of Task Force 135. Although ready to do so if required, she did not launch any air strikes against Cuba. When the crisis had been averted, she successfully tested the catapult launch using a nose-wheel launch bar.

The 1960s was a busy decade for *Enterprise*. At the end of 1965 she took part in the Vietnam war and was re-designated as CVAN-65. In Vietnam she was lead ship of Carrier Division Three, launching over 100 sorties per day against the Viet Cong. *Enterprise* later sailed to waters off South Korea following the capture of USS *Pueblo* (AGER-2) by North Korea in January 1968. A further crisis in the region saw her joining Task Force 71 in April 1969 as one of several carriers assigned to protect flights over international waters.

Tragically, many of her sailors were killed in January 1969, not as a result of enemy action, but from a serious fire on the flight deck. A Zuni rocket, mounted on an F-4 Phantom aircraft, exploded after being overheated by the exhaust of a flight deck tractor. In turn, this caused explosions of other ordnance, and the fire spread below the flight deck, which had a hole blown in it. USS *Bainbridge* (CGN-25) and USS *Rogers* (DD 876)

▲ USS Midway operated for 47 years, during which time she saw action in Vietnam and was the Persian Gulf flagship in Operation Desert Storm.

▲ USS Ranger (CV-61) was the third of the four Forrestal class carriers built for the US Navy in the 1950s. She commissioned in August 1957.



Sailors form a message of farewell on the flight deck of the aircraft carrier USS Midway (CV-41) as the ship heads out to sea after leaving US Naval Station, Yokosuka, Japan, for the last time, having been based in Japan since 1973.

assisted in firefighting. The carrier incurred severe damage, many aircraft were lost, and there was significant loss of life, with 28 sailors being killed and 314 being injured.

In 1973 *Enterprise* underwent an upgrade to allow her to operate the F-14 Tomcat aircraft, which was the US Navy's replacement for the ageing F-4 Phantom. She was the first carrier with a Tomcat air-wing, for which two of the jet blast deflectors had to be enlarged. The ship remained in service until 2012, being finally decommissioned in 2017. In over 50 years of service she had not only taken part in operations in Asia, but also enforced no-fly zones in Bosnia and Iraq.

America's unmatched supercarrier capability continued with the Nimitz class. The latest Gerald R. Ford class carrier pushes capability further, with an Electromagnetic Aircraft Launch Systems (EMALS) freeing up space below deck that would otherwise be needed for steam generation and storage. It also allows more aircraft launches, and reduces the ship's complement when compared to that of the Nimitz class. The power projection offered by carriers makes them key strategic military assets for the US, and this remains the case now and will be so well into the future.

USS Franklin D. Roosevelt battle group.

AIRCRAFT CARRIERS OF THE US NAVY COMPARED

CLASS	SHIP	DISPLACEMENT (TONS)	LENGTH	BEAM	SPEED (KNOTS)	MAX AIRCRAFT
MIDWAY	USS Midway (CV-41)	59,900	967ft 10in (295m)	136ft 2in (41.5m)	33	137
	USS Franklin D. Roosevelt (CV-42)	59,900	967ft 10in (295m)	136ft 2in (41.5m)	33	137
	USS Coral Sea (CV-43)	59,900	967ft 10in (295m)	136ft 2in (41.5m)	33	137
FORRESTAL	USS Forrestal (CV-59)	78,000	1,046ft 7in (319m)	252ft (76.8m)	36	95
	USS Saratoga (CV-60)	78,000	1,046ft 7in (319m)	252ft (76.8m)	36	95
	USS Ranger (CV-61)	78,000	1,046ft 7in (319m)	252ft (76.8m)	36	95
	USS Independence (CV-62)	78,000	1,046ft 7in (319m)	252ft (76.8m)	36	95
KITTY HAWK	USS Kitty Hawk (CV-63)	81,700	1,062ft 8in (323.9m)	249ft 4in (76m)	35	95
	USS Constellation (CV-64)	81,700	1,062ft 8in (323.9m)	249ft 4in (76m)	35	95
	USS America (CV-66)	81,700	1,062ft 8in (323.9m)	249ft 4in (76m)	35	95
JOHN F. KENNEDY	USS John F. Kennedy (CV-67)	87,000	1,051ft 7in (320.5m)	270ft 4in (320.5m)	32	95
ENTERPRISE	USS Enterprise (CVN-65)	89,600	1,030ft 2in (314m)	256ft 11in (78.3m)	33	95

SHIPS WITH CREW ACCOMMODATION FORWARD

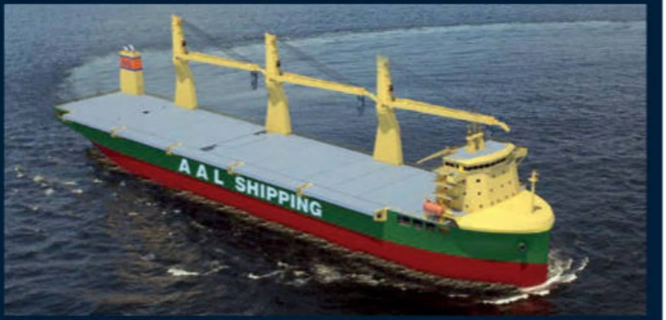
letter of the month

I am distressed by the number of ships being built with crew accommodation forward. The new Maersk ships (SM, Dec, p.9) are the last straw. There are other new ships with this layout on pages 18 and 19 of the issue, and others are on order, some illustrated here.

This design is in flat contradiction of the Maritime Labour Convention 2006, of which Title 3, Standard 3.1.6 (c) states: 'in ships other than passenger ships, as defined in Regulation 2(e) and (f) of the International Convention for the Safety of Life at Sea, 1974, as amended (the SOLAS Convention), sleeping rooms shall be situated above the load line amidships or aft, except in exceptional cases; where the size, type or intended service of the ship renders any other location impracticable, sleeping rooms may be located in the fore part of the ship, but in no case forward of the collision bulkhead.'

Just why, in any of the ships illustrated, is it an 'exceptional case' or 'impracticable' for the accommodation to be midships or aft, when thousands of similar ships have been so built over the last few decades? Just what are the Flag Administrations, their class society advisers – and the trade unions – thinking?

Colin Wright
Orpington



▲ AAL Shipping's new multipurpose heavylift vessel has the crew accommodation forward.

▶ AtoB@C Shipping has ordered 12 5,350dwt battery hybrid vessels for delivery from 2023. The vessels will also have their accommodation forward.

Nelson 34 FMLs

I am trying to find the whereabouts of any of the remaining Nelson 34 FMLs, which were used as passenger transfer vessels for a number of vessels, such as HMS Ark Royal and HMS Illustrious, in recent years. Five of these vessels were delivered new to the Service in 2000 by Holyhead Marine, in North Wales, with one being disposed of on the civilian market sometime around 2010. The location of the other four is unclear.

They could also have been disposed of by the MoD and are now lying around the UK or elsewhere. However, the Nelson Owners Association, whom I contacted recently, said that they have no record of any of them being in the possession of private owners and so the MoD may have retained at least some of them for passenger transfer. I would be very grateful for any advice about how best to trace these last remaining FMLs.

Mark Mundy, Tarbert, Isle of Harris

Harwich to the Hook

I enjoyed your article concerning the history of passenger services between Harwich and Hook of Holland (SM, Nov 2022). I would, however, like to clarify the opening of the route on Thursday 1 June 1893. The newly completed Chelmsford set sail from Harwich on 31 May 1893, with directors of the Great Eastern Railway Company and invited guests, for the overnight crossing to Hook of Holland. At the Hook, she acted as a hospitality vessel for local dignitary, departing Hook of Holland at 2315 on 2 June for Harwich with her guests.

It was not until 3 June 1893 that Chelmsford entered service, sailing from Harwich with fare-paying passengers and cargo, i.e. her maiden voyage, arriving at the Hook of Holland on 4 June. The route was actually opened by Cambridge, having arrived at Hook of Holland from Rotterdam to embark passengers for the overnight crossing to Harwich departing at 2300. On the British side, Colchester set sail on 1 June, arriving at Hook of Holland on 2 June at 0600.

Philip J. Cone, Harwich

The vessel pictured on page 25 (SM, Nov 2022) states St George joined the Harwich-Hook line-up in July 1968, but does not depict the correct ship. The ship shown is actially St Edmund.

Alexandros Papayannis
Athens Greece

Russian tanker from the 1990s identified

Referring to Andy Prime's letter (SM, Dec 2022, p.62) about the Russian tanker Petr Schmidt, which he photographed at Milford Haven in 1999, the ship's name was alternatively spelt Petr Shmidt (as shown on the nameboard) or Pyotr Shmidt. Built at Kherson for the Soviet Union in 1987, Petr Shmidt became a unit of the Novorossiysk Shipping Company of Russia in 1991.

The ship was named in honour of Pyotr Petrovich Schmidt (1867-1906), who was one of the leaders of the Sevastopol Uprising during the Russian Revolution of 1905.

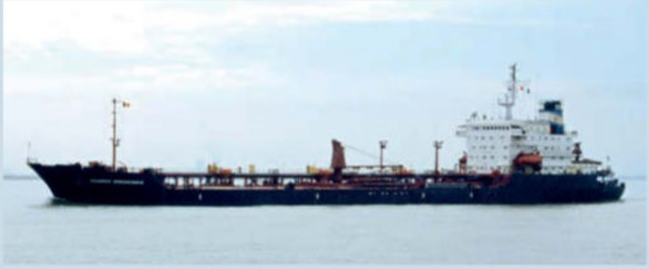
In November 1999 the vessel was transferred to the Malta flag and in February 2007 was sold to Peru to trade as Bayovar. She was scrapped at Guayaquil in July 2018.

Malcolm Cranfield, Heswall

The tanker Petr Schmidt was constructed at the Khersonskiy SZ yard in Kherson (then part of the Soviet Union) as yard no.1410, to a 'type 15966' design. Keel-laying commenced on 23 January 1987. Her gross tonnage measured 18,625 when she was delivered on completion on 14 November 1987 as Pyotr Schmidt.

She was under the ownership of Novoship JSC of Russia, being renamed Petr Schmidt in 1999. In 2007 she crossed the Atlantic on being sold to Servicio Naviero Peru, who operated her for 11 years. In 2018 she was sold to Adelca of Ecuador and was scrapped during July 2018 at Guayaquil. I have a photo of a sistership, Akademik Vereshchagin, outbound from Antwerp in July 2002 (below).

Peter Hollands, by email



Carnival ships scrapped

Regarding your report about the world's largest cruise group seeing 24 ships depart (SM, Oct 2022, p.13), just a minor point, but I believe that Cunard, and not just Seabourn among the Carnival group, also had no ships sold off or scrapped.

Peter Dawes
Edmonton, Canada

Firefighting legend

I read the account of the firefight to save HMS Sussex (SM, Nov 2022) with interest, as I served an engineering apprenticeship in Glasgow from 1961 to 1965. Many of the tradesmen that I met had been working in Glasgow at that time and the firefight to save Sussex was one of many local legends that were related to me during breaks.

The fire service engines had arrived at the ship and started work when a Salvation Army 'tea van', operated by two Salvation Army women, arrived and set up shop to supply tea and sandwiches to anybody involved in the firefighting. A senior fireman approached the van and told the women to get out of the dock as the ship could blow up at any time and kill them. They replied by saying that they were prepared to take the same risk as the firemen and naval ratings, arguing that 'God will provide!', and they offered the senior fireman a cup of tea and a sandwich.

The women were persuaded to move back a short distance but they stayed there, supplying tea, sandwiches and cakes to anybody that needed a refreshment break, until the fires on Sussex were out. I feel that this example of remarkable wartime heroism should not go unreported.

Brian Murray
Cupar, Fife

Extra information

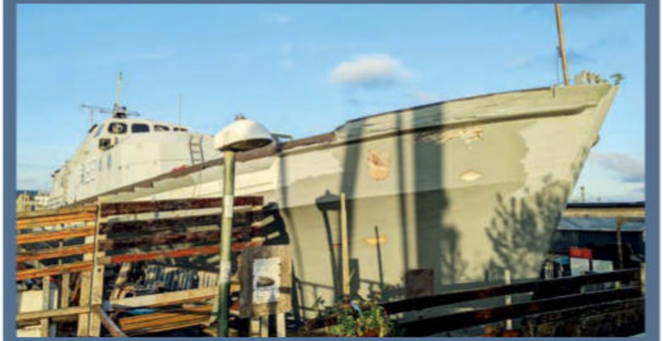
I note from the November issue of Ships Monthly that I correctly identified the mystery ship which appeared in the September 2022 issue. However, John Beardsley, in the information he supplied about P&A Campbell's paddle steamer Glen Gower, did not mention her post-war south coast service.

As a result, the photograph was incorrectly dated because the full-height main mast is visible. Therefore, it must have been taken between 1954 and 1956, as the mast was added in 1954. The vessel was towed from Penarth to Belgium for scrapping in April 1960.

Owen Phillips
Matlock, Derbyshire

Write to Ships Mail, Ships Monthly, Kelsey Media, The Granary, Downs Court, Yalding Hill, Yalding, Kent ME18 6AL, or email sm.ed@kelsey.co.uk. Please note that letters via email must enclose sender's full postal address. Contributions to Ships Monthly must be exclusive and must not be sent to other publications. The editor reserves the right to edit material. Kelsey Media reserves the right to reuse any submission in any format.

German minesweeper now a houseboat



During a recent walk along the south side of the River Adur at Shoreham, I came across a wooden houseboat, which was formerly a German Schütze class 340-341 fast minesweeper. Between 1959 and 1964, 30 of these craft were built, with this particular example, which was known as Fische, being completed in 1960 by Abeking and Rasmussen of Lemwerder.

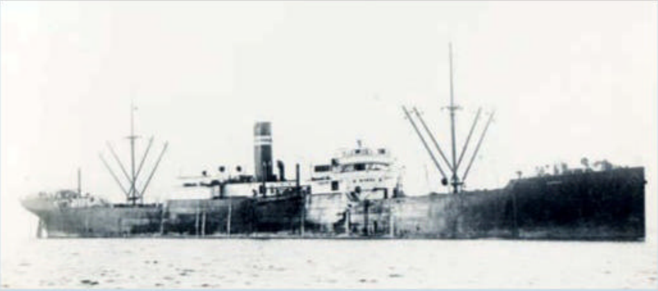
The design was a development of the German R boats of World War II, and all had been decommissioned by the mid-1990s. Fische came to Southampton in 1996 for conversion to a motor yacht, but the project stalled and, after several more failed schemes, she languished at Husbands Jetty, Marchwood until March 2003. In April 2003 she was moved to Shoreham and has been converted to a houseboat.

The vessel is located a few hundred yards to the west of the houseboat Shieldsman, featured in Ships Monthly, April 2021. Fische was originally 155.5ft in length, 22.9ft in beam and had a draught of 7.2ft, with a displacement of 305 tons. Power came from two 2250bhp Maybach diesels.

Phil Barnes
Horsham

MYSTERY SHIP

DECEMBER'S MYSTERY



The mystery ship in the December 2022 issue is the British-flagged (Glasgow) steamship Canastota. She was a 4,904grt coal-fired steamer and had quite a tragic end. Built in 1907 in Glasgow by Napier and Miller's Old Kilpatrick Yard for Falls Line as Falls of Orchy, she was sold in 1914 and owned for a short period by the New Zealand Shipping Company.

In 1915 she was purchased by Canastota Steam Ship Co and renamed Canastota, and operated on the run from the east coast of the United States to Australia and New Zealand, via the newly opened Panama Canal. During this time, she was chartered by the United States & Australia Line of New York.

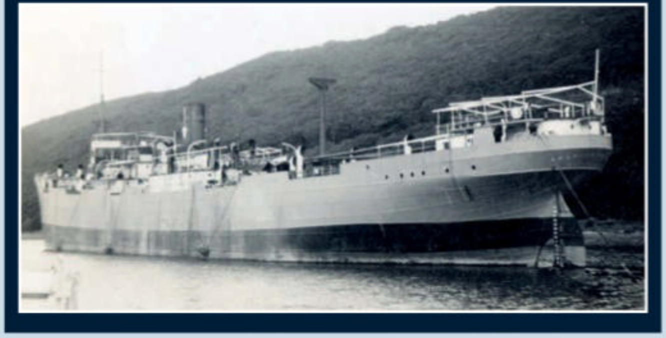
Canastota's last voyage took place in 1921, and saw her leave New York for Cristóbal, then through the Panama Canal, to Sydney. On 13 June 1921 she left Port Jackson (Sydney Harbour) bound for Wellington, New Zealand, but was never seen again. Although almost forgotten today, Canastota's loss was a major news item in Australia and New Zealand during late 1921. On that last voyage she had a crew of 49 and, among other items, was carrying some highly flammable cargo. Nothing was seen of her again, but charred flotsam was washed up on Lord Howe Island in July 1921. On 17 August 1921 Lloyd's posted her as missing, and presumably she had been burnt at sea with the loss of all on board.

Urbain Ureel, Belgium

THIS MONTH'S MYSTERY SHIP

This month's mystery shows an old cargo vessel laid up in a creek? The name on the stern begins 'Ar...', so can you identify her positively? When and where was she built? For which company did she operate? And what was her fate?

Send answers, including a postal address, by email to: sm.ed@kelsey.co.uk; or by post to Mystery Ship, Ships Monthly, Kelsey Media, The Granary, Downs Court, Yalding Hill, Kent ME18 6AL. Emails preferred.



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book of the month

The SS United States: Ship of Power, Might and Indecision

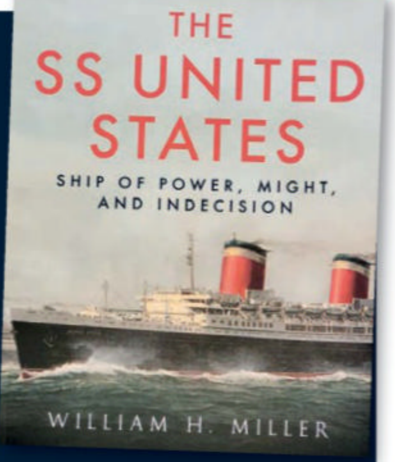
William H. Miller

Published by Fonthill Publishing, Fonthill Media, Millview, Toadsmoor Road, Stroud, GL5 2TB; 112 pages; softback; fonthillmedia.com; price £24

The SS United States was a great symbol of post-World War II American genius. She was the most advanced ocean liner of her time, being modern, innovative, and hugely powerful. Designed to be a commercial liner but easily convertible to wartime troopship, she entered service in July 1952, just over 70 years ago, to rousing triumph and success.

She captured the prized Blue Riband for transatlantic speed, brought glory to America and her owners, and enjoyed great success for a full decade. She was regarded as the essence of 'speed and style' during the post-war era. However, after trans-ocean aircraft arrived on the scene, her success slowly faded until she was fully decommissioned, in 1969. Over 50 years of idleness, revival plans and schemes, and neglect and decay, followed, and United States still rests silently at a Philadelphia pier awaiting a decision about her future.

Much has been written about this most famous of ships, from her glory days to times of struggle and indecision. This volume is essentially a pictorial record of the ship, although each chapter is introduced with an overview of the period which is illustrated, and the first two chapters cover the planning and construction of the ship in the 1950s. Further chapters cover her maiden voyage and first decade of service, with further sections covering her decline and lay-up in Philadelphia. EFL



ROYAL NAVY TORPEDO-BOMBERS
VS
AXIS WARSHIPS
1939–45
MATTHEW WILLIS

Royal Navy Torpedo Bombers vs Axis Warships – 1939-45

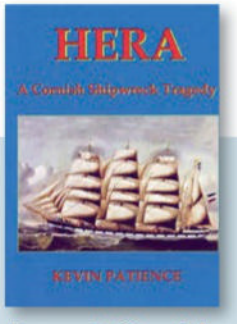
Matthew Willis

Control of the seas was crucial to the allies in the early years of World War II. The Atlantic was key to keeping Britain supplied, while the Mediterranean naval war aimed to prevent Axis powers from neutralising Malta, severing the link to Allied forces in North Africa and seizing vital oilfields in the Middle East. Critical to a force spread as thinly as the Royal Navy in 1939-41 was a relatively small number of obsolescent biplane torpedo bombers, which were at times all that stood between the Axis navies and their objectives.

In this 80-page softback book, Fleet Air Arm expert Matthew Willis examines the duel between the Royal Navy's torpedo bombers and Axis warships, chiefly the battleships of the Regia Marina and Kriegsmarine, including the key attributes and drawbacks of both the aircraft and the warships they were up against.

Despite their powerful weaponry and heavy armour, these mighty vessels proved vulnerable to a skilfully and audaciously flown torpedo-bomber. Using rare photographs, original records and specially commissioned artwork, this study explores every facet of this dramatic and fierce marine conflict. PS

- **Published by Osprey Publishing, Kemp House, Chawley Park, Cumnor Hill, Oxford OX2 9PH; info@ospreypublishing.com; www.ospreypublishing.com; price £14.99.**



Hera: A Cornish Shipwreck Tragedy

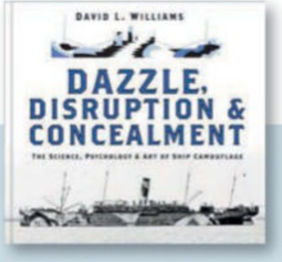
Kevin Patience

This is the tragic story of the loss of an elegant German four-masted sailing ship in the early years of the 20th century on the rugged south coast of Cornwall. On the night of 31 January/1 February 1914 19 of the crew died in the raging seas, and five survived. The story made newspaper headlines round the world and the casualties were buried in the nearby churchyard of Veryan.

The introduction of steamships in the late 1800s saw a rapid decline in the once graceful sailing greyhounds. Great races had been run in the 19th century, when shipowners had hundreds of these three- and four-masted sailing ships built to carry goods across the world in the fastest times. Tea Clippers like Cutty Sark and Thermopylae raced each other to bring the first of the season's tea crop to the London markets. They relied on the wind and could only voyage around the Cape of Good Hope in Southern Africa or Cape Horn in South America. With the opening of the Suez Canal, the route from the far east to European markets was shortened by some 5,000 miles and the steamship came into its own.

By the early 1900s many sailing ships had been scrapped, but a few continued to trade until the outbreak of war in 1939. Their main advantage was the ability to await a cargo without incurring the high cost of coal and water to maintain steam. Hera was one of them, and this well-illustrated 72-page book tells the story of her life and final voyage. PS

- **Published by the author, Kevin Patience, email saburi@hotmail.com; price £10 including postage.**


DAVID L. WILLIAMS
DAZZLE, DISRUPTION & CONCEALMENT
THE SCIENCE, PSYCHOLOGY & ART OF SHIP CAMOUFLAGE

Dazzle, Disruption & Concealment

David L. Williams

This visually stunning 168-page book, subtitled 'The Science, Psychology & Art of Ship Camouflage', examines the origins of maritime camouflage, how it was originally influenced by natural concealment, and how the dazzle paint schemes reduced the visibility and disrupted the visual perception of those tracking both merchant and naval ships in wartime.

The volume contains a fine range of diagrams, illustrations and images, which complement the clear and concise text. The different paint schemes trialled and adopted from World War I onwards are explored in great detail, with the art of dazzle, disruption and concealment thoroughly explained. AC

- **Published by the History Press, 97 St George's Place, Cheltenham, Gloucs GL50 3QB, web@thehistorypress.co.uk, 168 page softback, price £30.**

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Stena Line's latest new ferry Stena Ebba, pictured below, was in the spotlight during a well-attended naming ceremony on 11 January 2023 in Karlskrona, Sweden marking the launch of Stena Line's second E-Flexer ferry on the Karlskrona-Gdynia (Poland) route.

Stena Ebba was named during the ceremony where godmother Ulrica Messing, the governor of the Blekinge region in Sweden, traditionally smashed a bottle of champagne against the ship.

The event follows the introduction of the sister vessel Stene Estelle in September 2022 as the two new vessels now operate on the route. They are the latest in a long line of significant and impressive ferries built for and operated by the famous Swedish ferry operator Stena Line, which marked 60 years of operations in 2022, having been founded in Gothenburg in 1962 by Sten Allan Olsson. Stena's operations cover much of northern Europe, the Baltic, the North Sea and the Irish Sea.

New World of Ships bookazine out in February covers the current Stena Line fleet, with a history of the company and details of its current operations and fleet.

NEXT ISSUE

ROYAL NAVY FRIGATES • PANDORO FREIGHT SHIPS • SINGAPORE SHIPPING • TANKER HISTORY • HAL CRUISING

GREYHOUNDS OF THE FLEET

THE TYPE 21 FRIGATES

Remembering the Royal Navy's Type 21 Amazon class frigates, which were designed in the late 1960s, built in the 1970s and in service throughout the 1980s and into the 1990s.

PLUS

PANDORO • A look at freight ferry trailblazers Pandoro, which started the ro-ro revolution on the Irish Sea in the 1970s, and operated a variety of vessels.

SINGAPORE IN '74 • A personal memory of a trip to Singapore in 1974 to photograph ships in the pre-boxboat era, when conventional cargo vessels were much in evidence, many with significant pasts.

NIEUW AMSTERDAM • A seven-night cruise to Alaska on board Holland America Line's Nieuw Amsterdam from Vancouver, with a look at how the ship has changed since her entry into service.

CHANDRIS TANKERS • Although the Chandris family is best known for its passenger liners, during the 1960s the company became one of the first Greek companies to order very large crude carriers.

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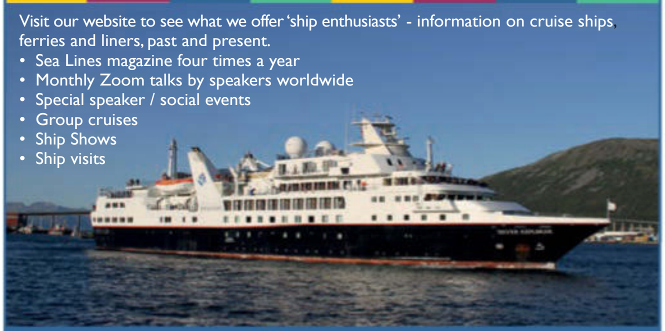

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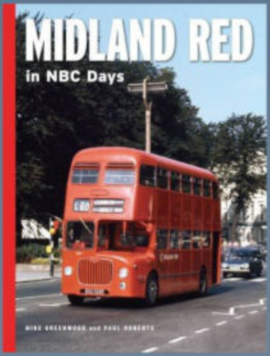
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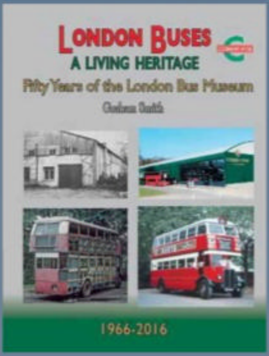
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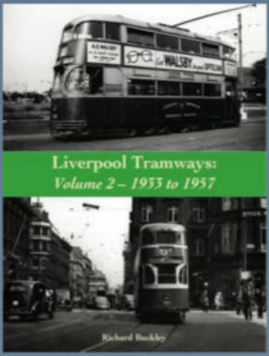
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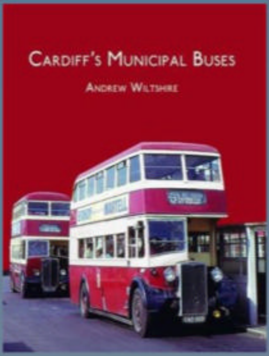
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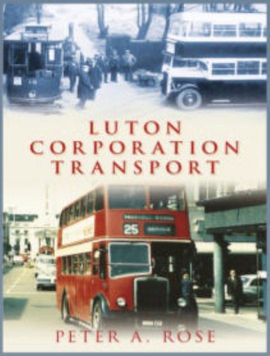
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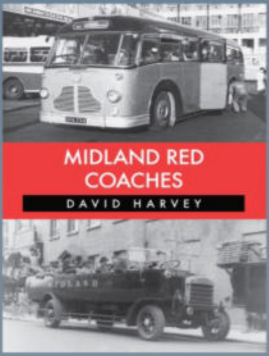
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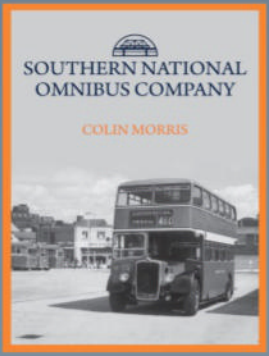
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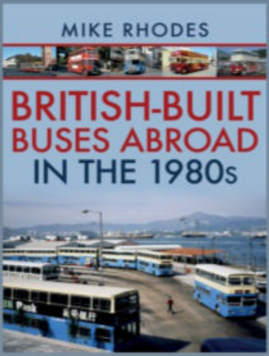
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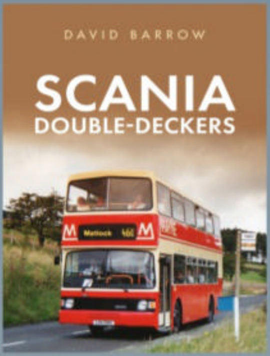
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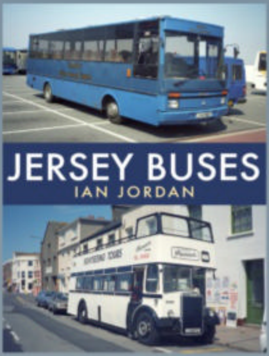
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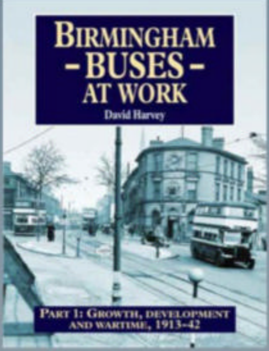
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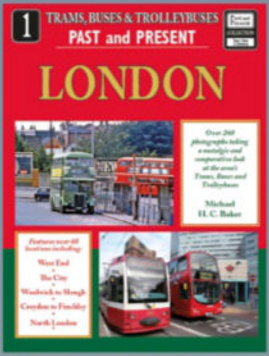
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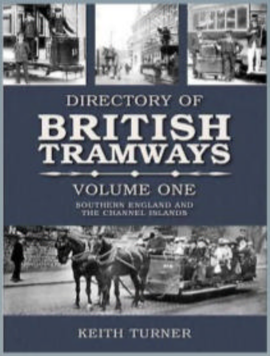
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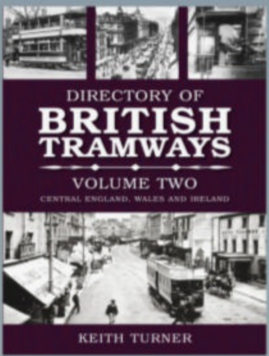
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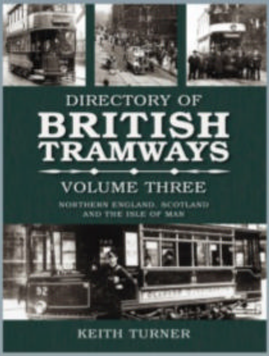
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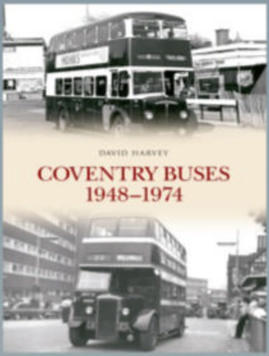
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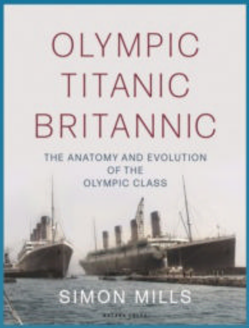
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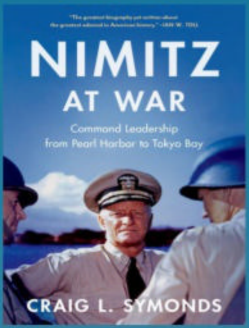
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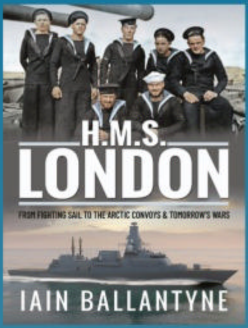
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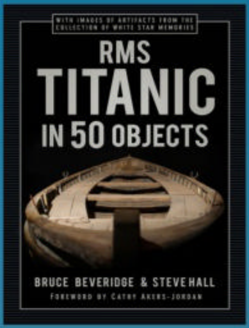
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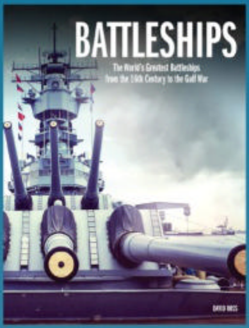
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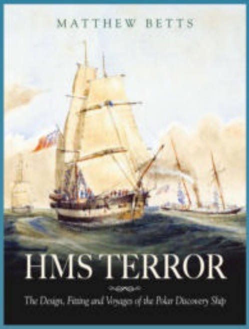
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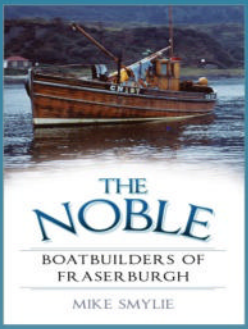
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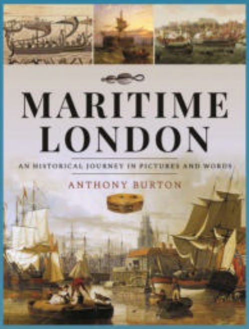
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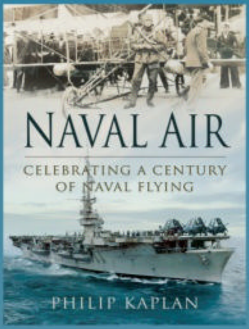
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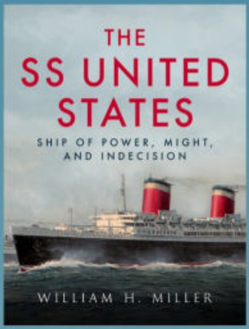
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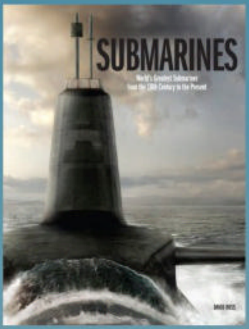
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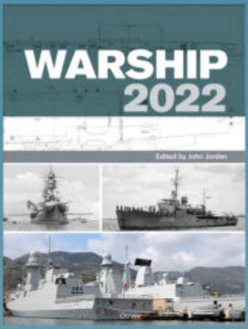
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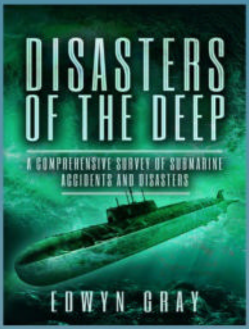
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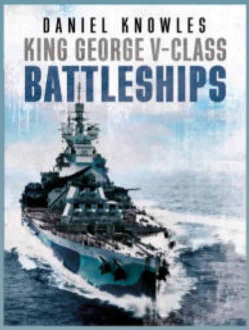
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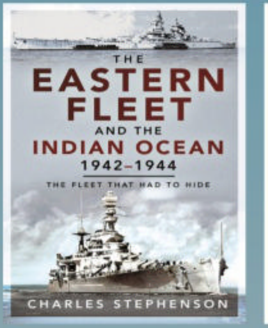
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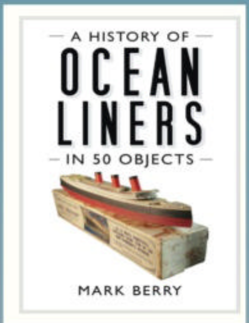
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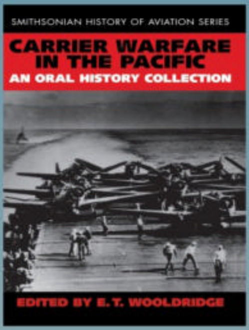
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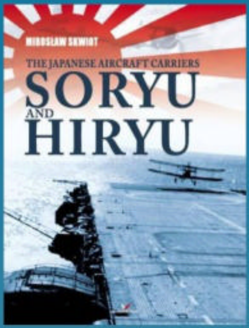
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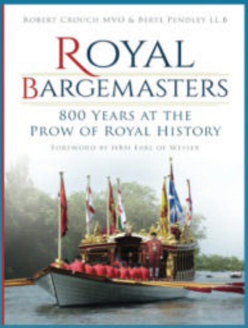
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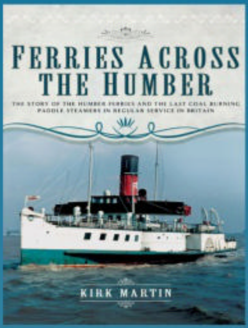
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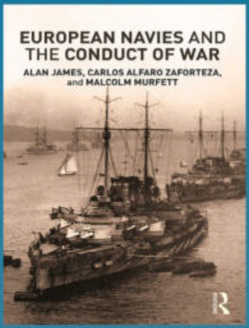
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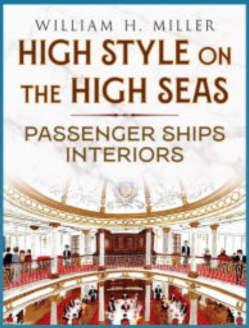
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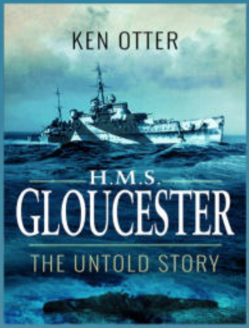
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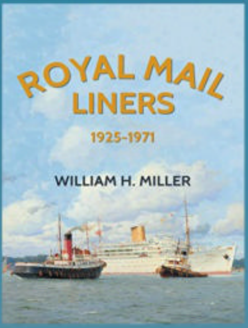
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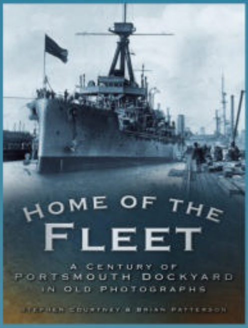
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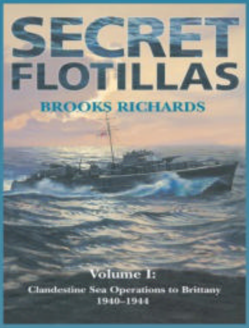
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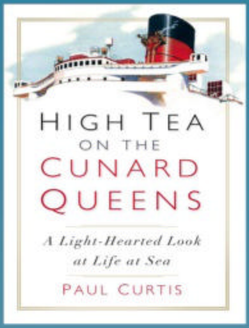
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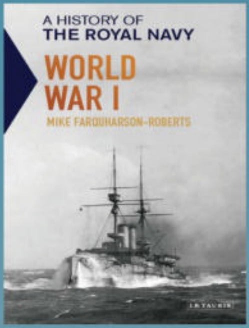
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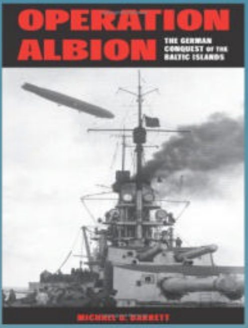
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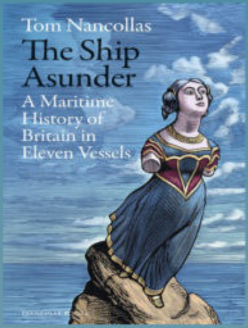
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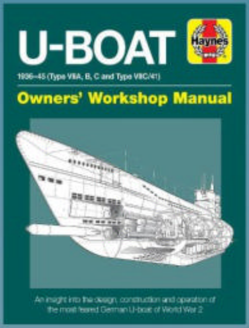
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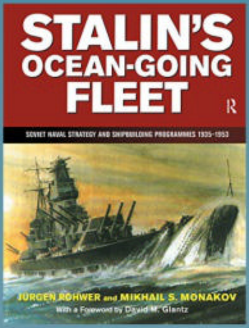
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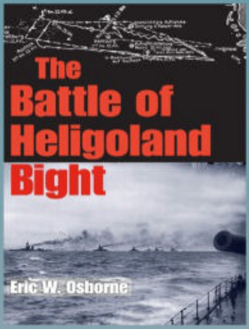
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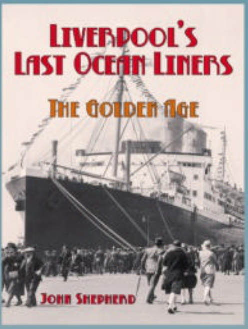
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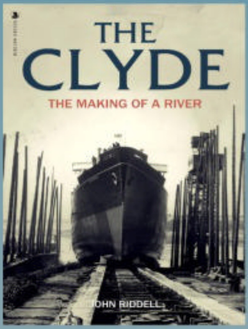
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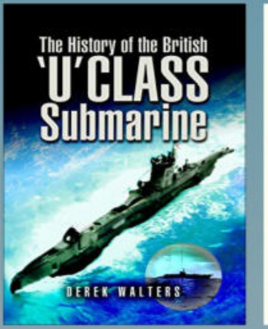
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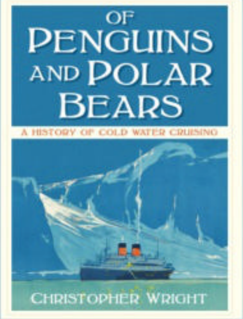
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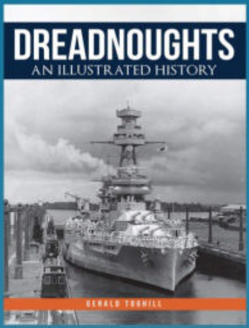
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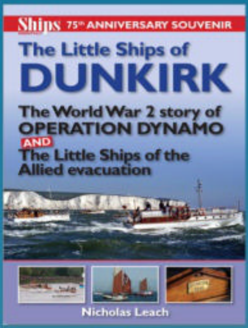
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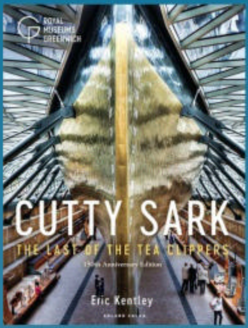
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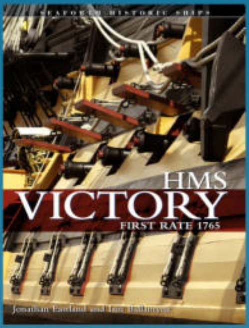
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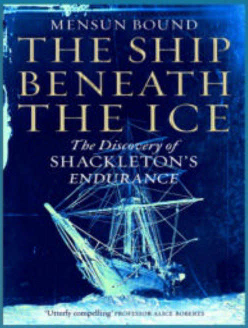
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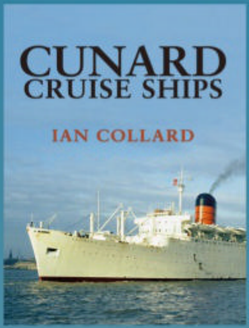
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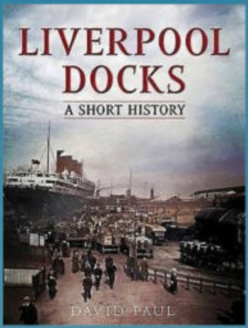
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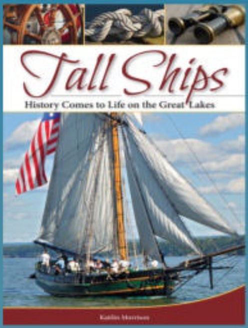
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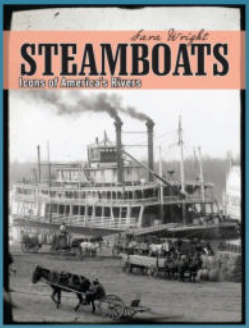
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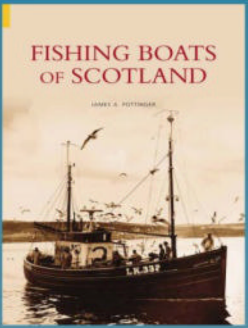
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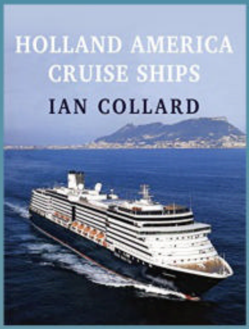
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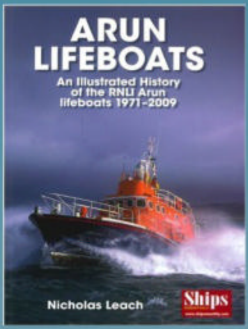
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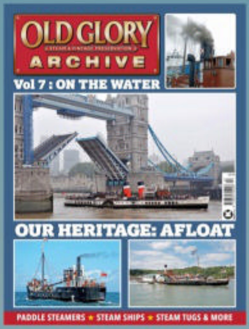
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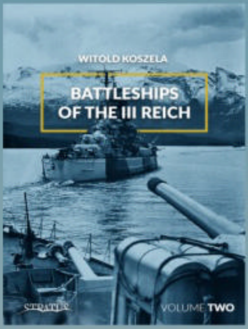
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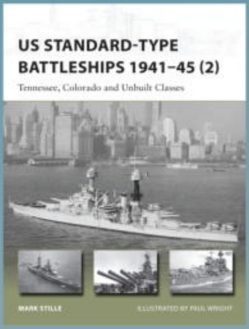
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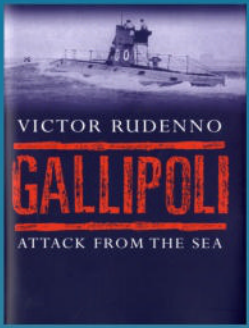
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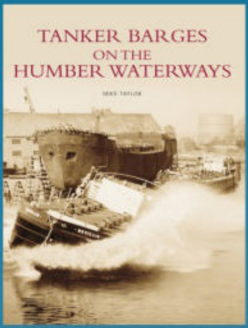
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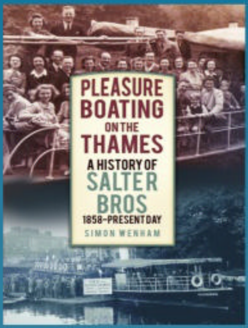
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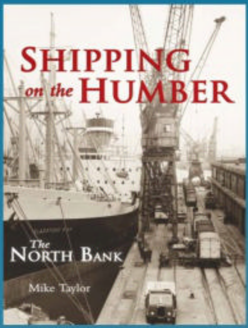
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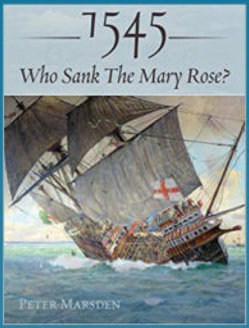
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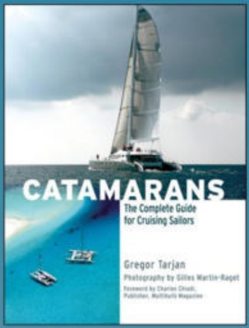
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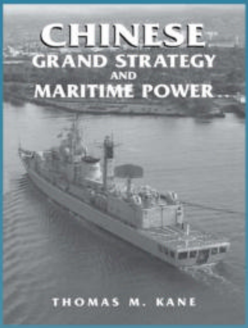
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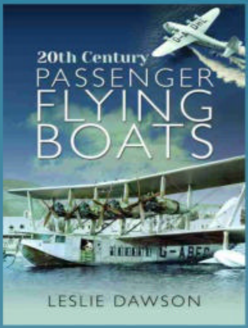
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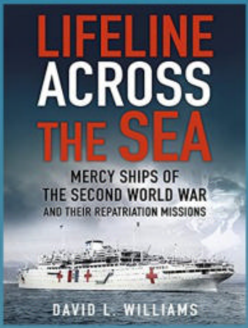
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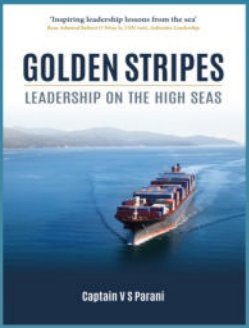
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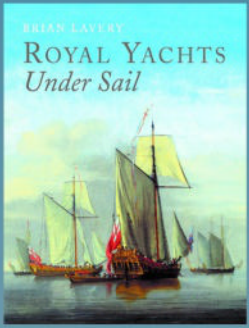
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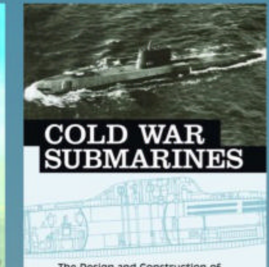
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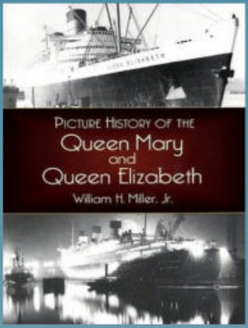
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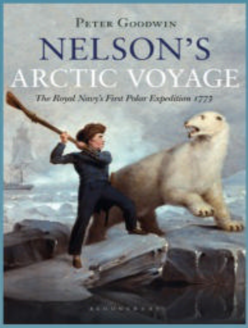
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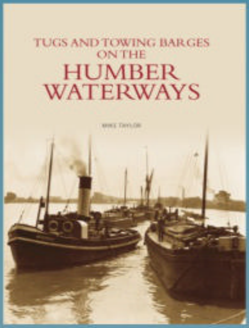
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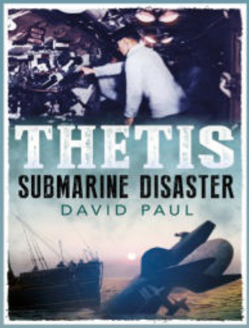
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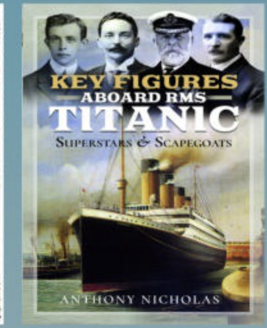
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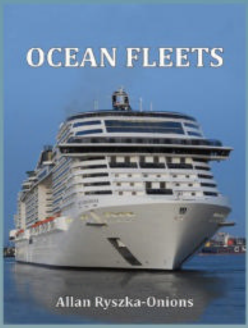
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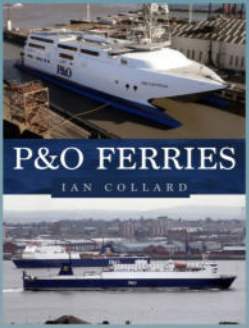
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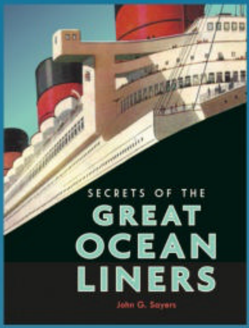
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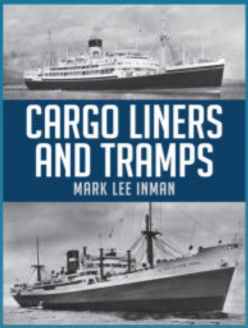
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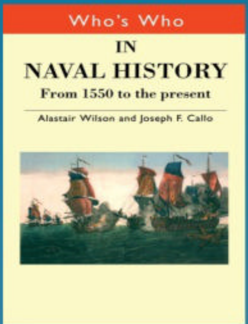
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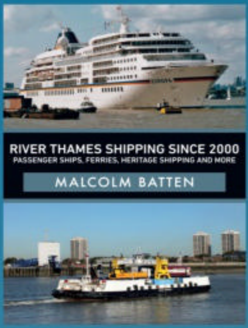
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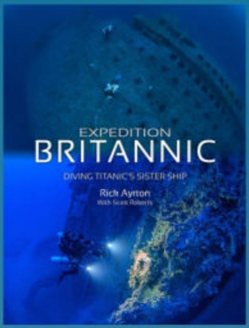
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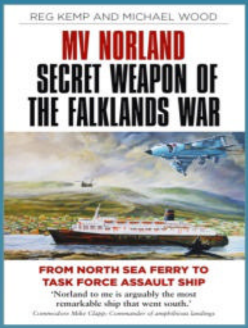
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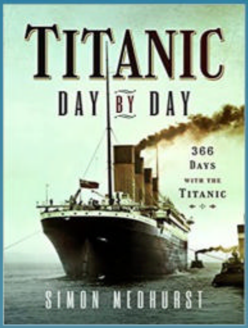
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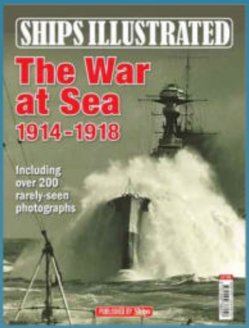
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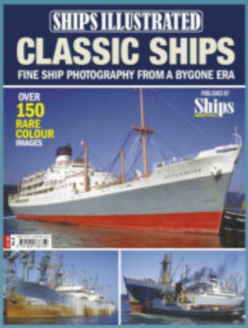
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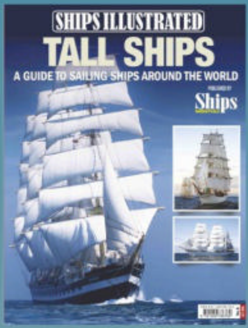
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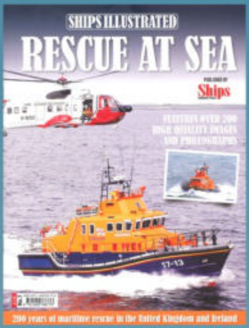
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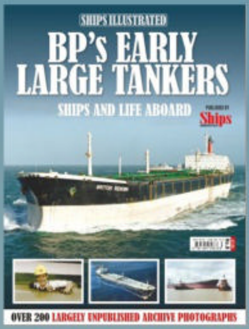
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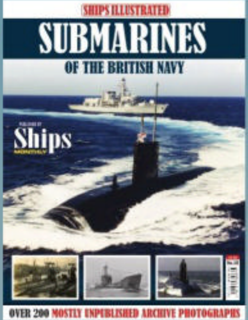
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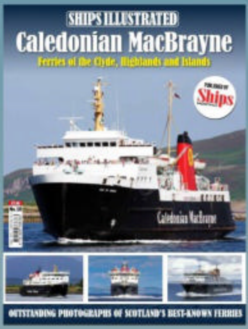
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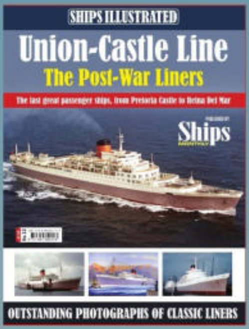
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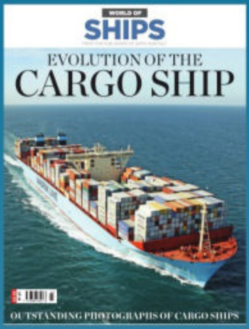
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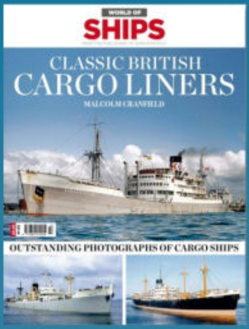
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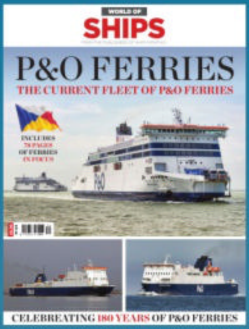
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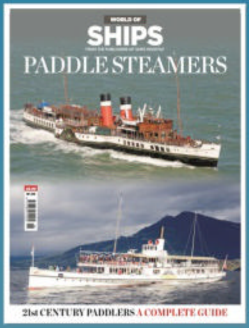
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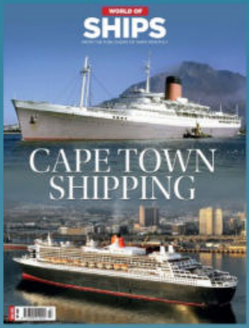
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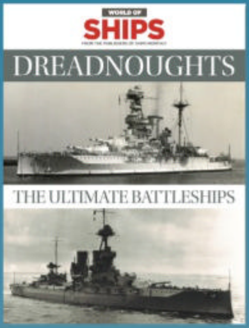
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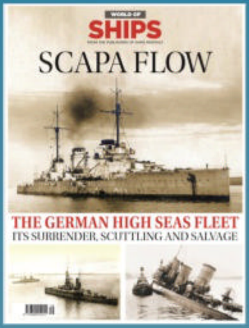
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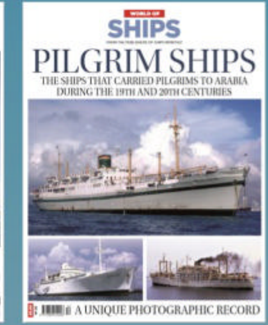
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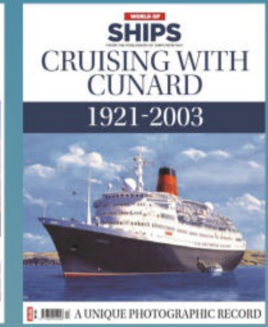
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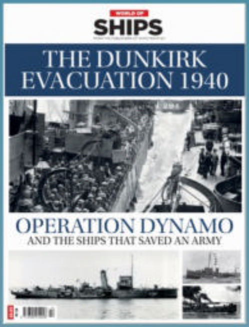
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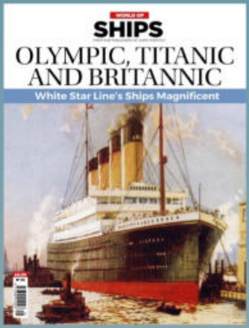
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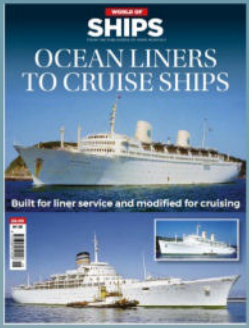
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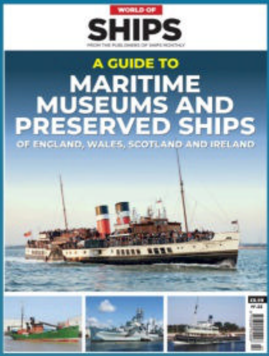
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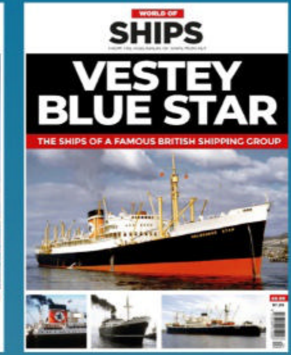
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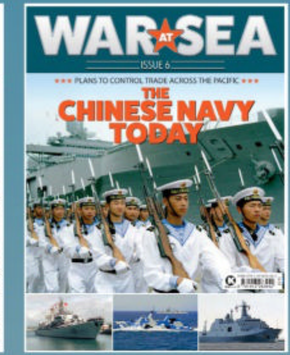
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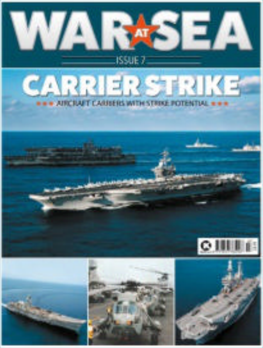
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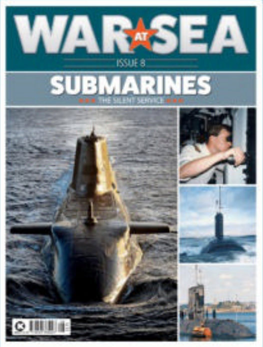
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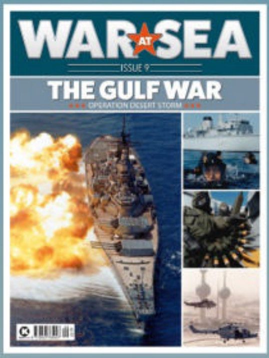
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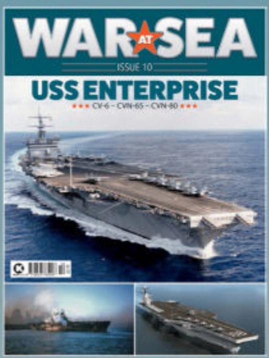
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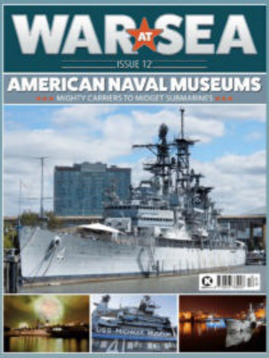
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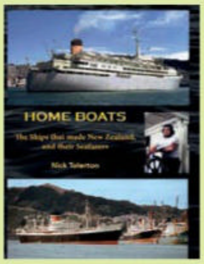
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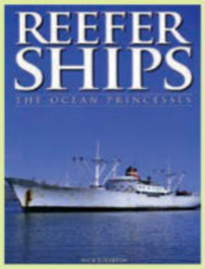
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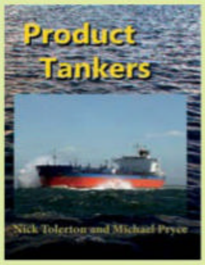
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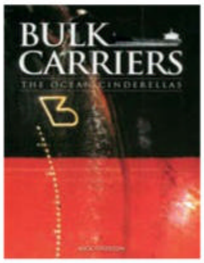
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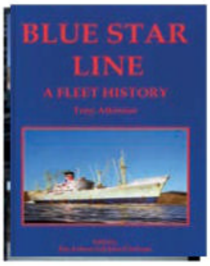
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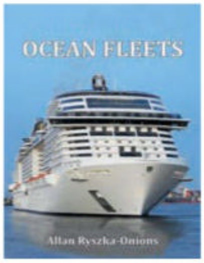
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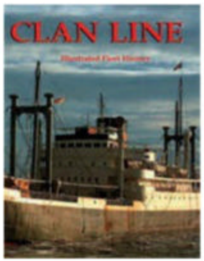
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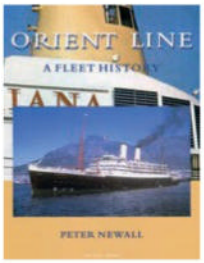
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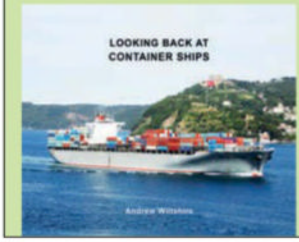
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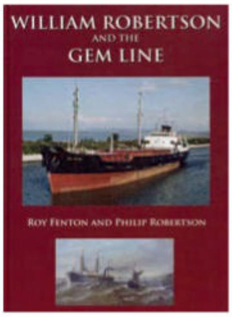
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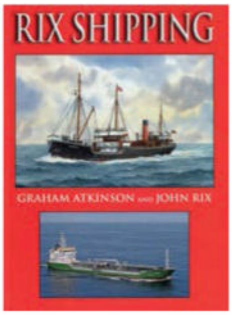
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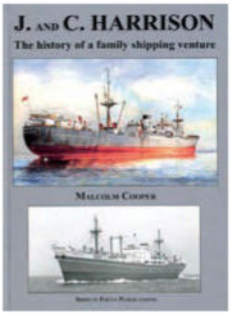
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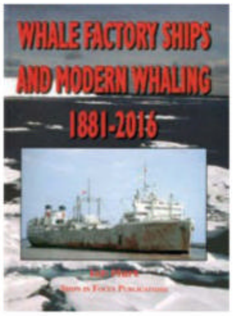
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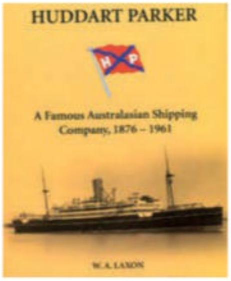
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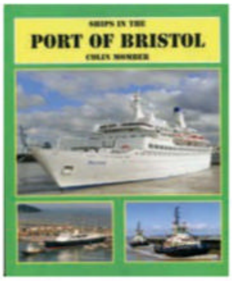
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